The Bombay Gazette.

No. 7,227.—New Series. BOMBAY :—WEDNESDAY, MAY 12, 1869. Annual Subscription in Advance...

THE BOMBAY GAZETTE.

TERM OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
——— including postage.....	„ 72 0
For half year in advance, delivered in Town	„ 28 0
——— including postage.....	„ 38 0
For three months' advance, delivered in Town ...	„ 16 0
——— including postage.....	„ 21 0
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TERMS FOR ADVERTISEMENTS.

Ten lines and under	
First insertion.....	Rs. 5 0
Second Ditto	„ 2 8
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er line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

SHIPPING.

TEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship "Sattara," 1,237 tons, 250 H. P., Commander C. Beyts, will be despatched on Tuesday, the 25th May, at noon.

	May.		June.
Leave Bombay	25	Leave Madras	7
„ Carwar	27	„ Coconada	9
„ Nagapatam	29	„ Rangoon	10
„ Tuticorin	31	„ Bimlipatam	10
	June	„ Gopalpore	11
„ Colombo	1	„ False Point	12
„ Galle	2	Arrive Calcutta	13
„ Negapatam	4		

This route is the most expeditious and economical for passengers for the Neilgherrie district, Bangalore and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

The steam-ship "Cashmere," 1,628 Tons, 200 H. P., Commander H. T. Dickinson, will be despatched on Monday, the 17th May, at noon.

Up.		May.	Down.		June.
Leave Bombay		17	Leave Bussorah		5
„	Kurrachee	21	„	Fao	5
„	Guadur	22	„	Bushire	8
„	Muscat	25	„	Linga	10
„	Bunder Abbas	27	„	Bunder Abbas	12
„	Linga	28	„	Muscat	14
„	Bushire	31	„	Guadur	16
		June.	„	Kurrachee	19
„	Fao	1	Arrive Bombay		22
Arrive Bussorah		2			

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every MONDAY, at noon.

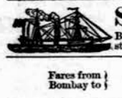
N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

THE well known first class Steamer "Phlox," Baker, Commander, will leave Bombay for the under noted places every Tuesday, taking Goods and Passengers, starting from the Apollo Bunder at 4 P.M., viz :—

Hurnee.		Jeytapoor.	Vingorla.
Unjunwell.		Malwan.	Goa.
Rutnagherry.			

For Freight or Passage apply to Nusserwanjee Kersasjee, Manager, Bazaar Gate Street, and for Charter, to J. Dixon, Rampart Row.



STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders :—

Fares from Bombay to	Rewas.	Dhurumtur.	Butchers Island and Oorun.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	3 0
Second Class	1 0	1 8	0 8	0 12
Third Class	0 6	0 8	0 4	0 9

The Dhurumtur Ferry leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M

The Oolwa Ferry leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M.

Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

Apollo Street, Bombay, 5th November 1867.

BROACH, GOGO, AND BHOWNUGGUR FERRY.

STEAM FERRY (under Contract with Government.) A Steam Ferry Boat plies daily between Broach, Gogo, and Bhownuggur.

Fares from Broach.	To Gogo.	To Bhownuggur.
First Class	Rs. 5 0	Rs. 7 0
Second Class	„ 3 8	„ 4 0
Deck	„ 1 8	„ 2 0
Horses	„ 4 0	„ 5 0
Carriages	„ 4 0	„ 6 0

Further particulars can be learnt on application to the undermentioned Agents :—

FURDOONJEE JEEWANJEE, at Broach.
RUTTALL PERMANANDASS, Gogo.
PURSHOTTUMHUNKER GOWREESHUNKER, Bhownuggur, or to the undersigned at Bombay,

J. A. SHEPHERD.

Church Street, Bombay, 12th January 1869.

FOR LIVERPOOL.

THE A 1 Clipper and late Emigrant ship "Schleswig Bride," to sail about 15th May, has excellent accommodation for a few passengers, and carries a duly qualified Surgeon.

For freight or passage apply to

HINLAY, CLARK, & Co., Agents.

Bombay, 27th April, 1869.

NOTICE.—Consignees of cargo per Ship "Pembroke Castle," arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Ship "Pembroke Castle."

Bombay, 3rd May, 1869.

NOTICES.

THE CHOWK HOTEL, MATHERAN.

REDUCED CHARGES.

Jewanjee & Co., the Proprietors of the above Hotel, in thanking visitors for the liberal patronage extended to the Hotel during the past season, beg to state that the charge has now been reduced to Rs. 6 per day. The range of Bedrooms has been completed, and the furnishing and cleanliness maintained will, the Proprietors hope, secure the comfort of visitors and afford satisfaction.

The Hotel is the highest bungalow on the Hill, and is therefore well exposed to the breeze. The view from the verandah is very pleasing. There is an excellent Billiard Table, and care is taken to have a good supply of Wines, Spirits, Beer, &c., of the first quality.

BYCULLA HOTEL,

Situate at the Junction of the

BELLASIS AND CLARE ROADS, BYCULLA.

JEWANJEE & Co.

Under the present management this Hotel is acknowledged to be the best in Bombay. It was built at great cost expressly for an Hotel, and fitted up and furnished in the most complete manner regardless of expense, so as to ensure the comfort of Visitors and Residents. It is adapted both for Families and Gentlemen.

The Dining Hall is the largest in Bombay, and the Sitting and Sleeping Rooms are replete with every convenience. The strictest regard is paid to cleanliness throughout the Establishment

The Table is abundantly supplied with the very best Viands, and the Culinary Department is under the immediate supervision of the Proprietors.

The Wines, Spirits and Beer are selected from the most celebrated Houses in London and the Continental Markets.

The Proprietors takes this opportunity to thank their numerous Patrons for their support, and while soliciting a continuance of their favours, recommends their Establishment to the favorable notice of Travellers and Residents, all of whom may be accommodated with the comforts of a Home at moderate charges.

This Hotel is pleasantly situated and within five minutes, drive of both Railway Stations, and also within a short distance of the landing-places.

Jewanjee & Co., would also direct attention to the CHOWK HOTEL, Matheran, acknowledged to be the Best Hotel on the Hill, which is also conducted by them.

Byculla Hotel, 16th April 1869.

SELLING OFF

AT

REDUCED PRICES.

30 PER CENT DISCOUNT.

4,000 Rolls Wall Papers, with Borders to match.

25 PER CENT DISCOUNT.

Musical Boxes, with and without Bells and Drums, playing the most popular English, Foreign, and Indian Airs.

30 PER CENT DISCOUNT.

Immitation Jewellery, richly finished.

J. NEUBERG.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £45, 2nd class £25. } Exclusive
To Trieste—1st class £64 10s., 2nd class £37 5s. } of Wines.

Steamers will leave Bombay on every alternate Wednesday commencing on 10th March.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; and Messrs. Fraissinet Fere et Fils, Marseilles; or to the undersigned in Bombay.

The Steam-ship "Magdala," 2,200 tons, Captain Thomson, will be despatched on the 19th May.

STEARNS HOBART, & Co.

NEW ADVERTISEMENTS.

FOR LONDON via HAVRE.

(With quick despatch.)

THE iron clipper ship "Pembroke Castle," 1,171 tons register, S. Ogilvie, Commander. For freight or passage apply to W. NICOL & Co., Agents ship "Pembroke Castle."

Bombay, 11th May, 1869.

STREET'S INDIAN and COLONIAL MERCANTILE DIRECTORY.

For sale, at this Office, Street's Indian and Colonial Directory, price Rs. 10, giving names and addresses of merchants, professional men, and shopkeepers in all the principal towns of India, Ceylon, Singapore, Java, Australia, New Zealand, Tasmania, South Africa, Canada, British Columbia, South and Central America, West Indies, Mediterranean, and Great Britain, and also names of consuls, trade returns, customs' tariffs, means of communication, and other information regarding the above mentioned places invaluable to merchants.

"Bombay Gazette" Office, May 11.

BOMBAY NATIVE GENERAL LIBRARY.

—The Twenty Third Annual Meeting of this Institution will be held at the Hall of the Framjee Cowasjee Institute, on Wednesday, the 19th instant, at half past 5 P.M., to receive the Managing Committee's Report for the year 1868.

The attendance of Donors, Members, and Subscribers is requested on the occasion.

TO BE LET, with immediate possession, a large and comfortable Bungalow on the Nepean Sea Road, Cumballa, facing the Sea, and entirely open to the westerly breeze, lately vacated by Messrs Keir and Winter, Solicitors, having large Stabling accommodation, water pipes in the premises, and a large compound. For rent and other particulars apply to Mr. N. B. Mody, at 11 Church Street, Fort, opposite to the Government Telegraph Office.

RE—ESTATES of LIMJEE MANOCKJEE and COWASJEE MANOCKJEE, and Messrs. MANOCKJEE LIMJEE & Co.—Second Dividends will be payable as undernoted at 23 Sassoon's Building, Apollo Street, Fort, on Wednesday the 19th, and Thursday the 20th days of May, instant, and on every following Wednesday and Thursday, between the hours of 11 and 3, on all claims adjusted and admitted by the Trustees, viz.

On the Estate of Limjee Manockjee, at the rate of 10 per cent.
On the Estate of Cowasjee Manockjee, at the rate of 10 per cent.
On the Estate of Manockjee Limjee and Company, at the rate of 1 per cent.

A. J. MACDONALD,
RAGHOONATH NARAYEN,
Trustees of the above Estates.

Bombay, 10th May, 1869.

JUST RECEIVED, an invoice of Saddlery, by J. A. Owen, 'of Leicestersquare, Maker to the Royal Family, consisting of the following :—

Lady's with quilted Dockin Saddles with Bridles.
Gentlemen's Hunting Ditto Ditto with Ditto.
Infantry Officer's Saddles, with Regulation Bridles.
A few sets of double and single permanent plating Harness.

The property of a Gentleman left the Presidency.

A handsome second-hand serviceable Mail Phaeton, converting a waggonette at pleasure, with leathered shades for monsoon (having concealed steps for Ladies), with lamps, pole, and shafts, by William King, of London.

Also a set of serviceable second-hand plated double Harness.

A handsome palanquin-shaped single horse Office Shigram, painted dark green and lined to match, with best lamps. Purchaser shall have guarantee of the works.

Also a few other carriages of different kinds, &c., &c.

HIRJEEBHOY RUSTOMJEE BAXTER.

No. 26, Meadow Street, Fort, Bombay.

MONSOON SUPPLIES.

TO RESIDENTS IN THE MOFUSSIL.

TREACHER & Co. (Limited),

In reminding their outstation constituents of the near approach of the monsoon season, request attention to the advantages offered by their present system of

LIBERAL REDUCTIONS FOR CASH PAYMENT.

To prevent misapprehension, they take occasion to expain that their

CASH RATES

must be understood to apply only to transactions in which ;—in the case of Local constituents, cash is paid upon order or delivery ; and, in the case of Post orders remittance in full (covering packing and other expenses), accompanies order : enquiries respecting such expences meet immediate attention.

DISCOUNTS ALLOWED ON MONTHLY ACCOUNTS

On sums exceeding ten Rupees 5 per cent ;
on sums exceeding fifty Rupees 10 per cent.

Particular attention is invited to the

PURVEYING DEPARTMENT,

which is kept replete with the freshest stores received by

EVERY OVERLAND MAIL,

an arrangement by which (their extensive business enabling them to carry it out thoroughly), they can confidently

GUARANTEE THE FRESHNESS OF ALL STORES.

FRUITS IN SYRUP.

The Company request particular attention to DISSARD and Co.'s Preserved Fruits in tin and bottles, and to their assorted Mixed Fruits in bottles, which reach as crisp as freshly gathered Fruit :—

			Cash. Rs. as.	Credit. Rs. as.
Apricots, whole, by Dissard & Co.		...per Pint tin	2 8	4
Do.	do.	...per Quart „	4 0	4 8
Do.	do.	...in bot.	2 0	2 4
Cherries	do.	...per Pint tin	1 8	1 12
Do.	do.	...in bot.	1 12	2 0
Chinois (green)	do.	...in bot.	2 2	2 8
Do. (golden)	do.	...in bot.	2 2	2 6
Greengages	do.	...per Pint tin	1 8	1 12
Do.	do.	...in bot.	1 12	2 0
Mirabelle Plumsdo.	do.	...per Quart tin	2 8	3 0
Do.	do.	...in bot.	1 12	2 0
Mixed, Assorted do.	do.	...in bot.	1 12	2 0
Peaches, whole do.	do.	...per Pint tin	2 12	3 0
Do.	do.	...per Quart tin	3 4	3 12
Do.	do.	...in bot.	2 0	2 4
Pears, whole, do.	do.	...in bot.	1 12	2 0
Raspberries, whole	do.	...in bot.	1 12	2 0
The above kinds also by Musso & Co., of Nice			2 8	2 8
Do.	do.	Forestier, of Bordeaux	2 8	3 0

DRY FRUITS.

Almonds, Real Jordan, in bottles...	.. each	2 8	3 0
Currants, finest Zante, in jars and bottles	..per lb.	0 12	0 14
Figs, Choice Eleme, in boxes of 2 lbs.	...	1 12	2 0
Filberts, fresh Kent			
French Plums, very fine picked Fruit, by Fau, of			
Bordeaux, in tins of 1 lb.	.. each	1 8	1 12
Do. do. tins of 2 lbs.	.. „	2 10	3 0
Do. do. tins of 4 lbs.	... „	4 4	5 0
Nuts, Real Barcelona, in bottles of 2 lbs ...		1 4	1 8
Raisins, fluest Muscatel, in pretty fancy boxes of 4 lbs.	.. each	3 8	4 0

ORANGE AND LEMON PEEL, CHIPS, AND RINGS.

Citron Peel	...in lb. tins	1 12	2 0
Lemon Chips	... „ „	2 0	2 4
Do. Peel	... „ „	1 8	1 12
Do. Rings	... „ „	1 12	2 0
Mixed Peel	... „ „	2 0	2 4
Do. Orange and Lemon Rings	... „ „	2 0	2 4
Orange Chips	... „ „	2 0	2 4
Do. Peel	... „ „	1 8	1 12
Do. Rings	... „ „	2 0	2 4

TART FRUITS.

(Each bottle is examined before despatch.)

Cranberry, Gooseberry, Rhubarb ...	...each	0 10	0 12
Do. do. do. ...	per doz.	7 0	8 0
Apple, Apricot, Cherry (White), Currant (Black or Red), Cherry and Currant, Damson, Plum, each		0 12	0 14
Do. do. do. do.	per doz.	8 0	9 0
Greengage, Morella Cherry, Raspberry, Raspberry and Currant	...each	0 14	1 0
Do. do. do. ...	per doz.	9 8	11 0

NORMANDY PIPPINS.

An excellent Tart or dessert Fruit.

Tins containing 2 lbs. picked Fruit ...	...	2 0	2 4
Do. do. 4 lbs. ...	...	3 8	4 0
7 lbs. Baskets in tin cases	...	5 0	6 0
From the basket per lb.	...	1 4	1 8

FRUIT JAMS.

Currant (Black or Red). Currant and Raspberry. Damson. Gooseberry.		Greengage. Plum. Raspberry. Strawberry.	
Jars or tins containing 1 lb. ...	...	each 0 12	0 14
Do. do. ...	...	per doz. 8 8	10 0
Jars or tins containing 2 lbs. ...	...	each 1 8	1 12
Do. do. ...	...	per doz. 16 0	18 0
Apricot and Cherry ...	...	each 1 4	1 8

FRUIT JELLIES.

Apple, Guava, Mango, Orange, jars or tins of 1 lb. ...	...	each 0 14	1 0
Do. do. do.	...	per doz. 10 0	11 0
Currant, Black or Red ...	...	... 0 10	0 12
Do. do.	...	per doz. 7 4	8 0
Do. do. in glass jars	...	each 0 14	1 0

MARMALADES.

ORANGE, by Gillon or Keiller, in tins of 1 lb. ...	...	each 0 12	0 14
Do. do. do.	...	per doz. 8 8	10 0
Do. do. do.	2 lbs.	each 1 8	1 12
Do. do. do.	...	per doz. 17 0	18 8
QUINCE, in tins of 1 lb.	...	each 1 4	1 8

BOTTLED JELLIES.

For Invalids' or Table use.

Calf's Foot, in bottles of one Imperial Pint each		1 8	1 10
Do. „ „ „	per dozen	17 0	19 0
Do. „ „ „	Quart each	2 8	2 12
Do. „ „ „	per dozen	27 0	30 0
Lemon, „ „ „	Pint each	1 6	1 12
Do. „ „ „	Quart each	2 4	2 8
Madeira „ „ „	Pint „	1 8	1 12
Do. „ „ „	Quart „	2 4	2 8
Noyeau, „ „ „	Pint „	1 6	1 10
Do. „ „ „	Quart „	2 4	2 8
Orange, „ „ „	Pint „	1 6	1 10
Do. „ „ „	Quart „	2 4	2 8
Punch, „ „ „	Pint „	1 6	1 10
Do. „ „ „	Quart „	2 4	2 8

TREACHER & Co. (Limited).

NEW ADVERTISEMENTS.

THEATRE ROYAL, GRANT ROAD.

DAVE CARSON'S

DRAMATIC AND BURLESQUE COMPANY.

THURSDAY AND SATURDAY

POSITIVELY THE LAST TWO NIGHTS THIS SEASON!

NOTICE.—In consequence of the state of Mental and Physical Prostration into which the Money and Check Takers have been thrown by the enormous amount of labour entailed consequent upon the Terrific Houses drawn by this Company—the Medical Advisers of the same have prohibited their continuing their duties after Saturday next, upon which night the Theatre

MUST CLOSE FOR THE SEASON!!!

DAVE CARSON at the POLICE COURT.

SECOND NIGHT OF

THE SPITALFIELDS WEAVER.

Last night of Byron's famous burlesque

THE BRIDE OF ABYDOS.

ON THURSDAY, 13TH MAY,

The Performance will commence with the Petite Comedy, in One Act,

THE SPITALFIELDS WEAVER.

Brown	Mr. H. Richardson.
Simmons	Mr. E. D. Haygarth.
Darville	Mr. W. South.
Dawson	Mr. O. Decring.
Adele	Mrs. H. Richardson.

After which, Dave Carson will appear in his Characteristic Song, entitled,

THE BOMBAY POLICE COURT.

The Performance to conclude with the New Burlesque Extravaganza, entitled,

THE BRIDE OF ABYDOS.

Giaffir (the usurping Pacha of Abydos, of whom, having no right whatever to the title, we may say his offence is rank)	Mr. South.
Selim (his supposed Son, a fast (and loose) young Oriental Guardsman, with a penchant for cigars, latch-keys, and late hours —in short, a regular young Turk)	Mrs. H. Richardson.
Mirza (the Pirate of the Isles, and terror of Abydos—an individual whose abstionary habits are confined to scrubbing the decks and scouring the seas—a pattern pirate—although supposed to be doubly dyed, warranted not to wash)	Mr. H. Richardson.
Osman Bey (an elderly Ismariot Chieftain, who is certainly old and ugly enough to know better)	Mr. Pollock.
Muley } (subordinate Pirates, anything but } Sadi } pretty scoundrels	Mr. Deering. Mr. Herberte.
Haroun (a mysterious Nubian Slave)	Mr. Dave Carson.
Benalla (a mute Attendant and a dumb Waiter)	Mr. Cull.

GUARDS, SLAVES, PIRATES, AND ATTENDANTS.

Zulieka (the Pearl of Abydos—Giaffir's "One Fair Daughter," whose slightest glance is sufficient to give the most unsusceptible heart an [Oliver] twist)	Mr. E. D. Haygarth.
Zobeide (her hand (some) maiden, mistress of the robes, and curator of the crinoline department)	Miss F. Wiseman.

PROGRAMME OF SCENERY AND INCIDENTS.

Scene I.—SALOON IN THE PACHA'S PALACE AT ABYDOS.

A sweet spot and a despot—"Where's your elder brother?"—distressing scene between Selim and his supposed parent—a dread resolve—arrival of the belle (the Audience providing the clapper) —a gentle hint—a modest proposal and rash eruption on the part of Selim—departure of the bully and arrival of the billet—"What! No! the cause of it be?"—the assignation, the declaration, and the peroration.

Scene II.—GARDENS OF THE PALACE.

A serious, and luckily a very short one.

Scene III.—SOMEWHERE OR ANOTHER IN ABYDOS.

The romance of Zulieka, the reverse of Zobiede, and the perfidy of the pirates—sudden appearance of the Abydos Bogues—Mirza questions Zobiede on the verb Amo Amas, and begs of her to aim at his head—Mirza having seen her indulges in a scena, (please give this word its Anglican pronunciation,) on his own account.

Scene IV.—THE PIRATES HAUNT.

The secret of the Aphis Castator of Abydos—the long-lost Son —universal beer and double ex-tacy of everybody.

Scene V.—APARTMENT IN THE PALACE.

Osman Bey's love does not run as smoothly as might be wished —De Lunatico Inquirendon—Midsummer Madness—Zulieka cuts up father and executes her pas—refusal to love, honor, and o-Bey —agony of every one.

Scene VI.—TERRACE ON THE SHORES OF THE HELLESPONT.

BALLET OF ALMAS.

To be followed by the

WONDERFUL ACROBATIC EVOLUTIONS

Of Signor Spindleshankerini's Performing Dervishes, unrivalled in grace, strength, and daring, and entitled the

FEATS OF THE BOUNDING BROTHERS OF BOMBAY.

Astounding acts of daring! perilous feats! ceiling walking, and la perche by Signor Davoni Carsonini. The flying trapeze, by Signor Dherughi. Olympian Games by Signor Richardsoni and Mons. Herberte.

GENERAL JOLLITY!

PRICES OF ADMISSION.

Dress Circle	Rs. 5
Stalls	„ 3
Upper Circle	„ 2
Pit	„ 1

Doors open at 8-15 ; Performance to commence at 9.

Tickets and places may be secured of Messrs. Soundy & Co. where a plan of the Dress Circle can be seen.

HAND PUNKAHS SUPPLIED GRATIS.

Acting Manager	Mr. Dave Carson.
Stage Manager	Mr. H. Richardson.
Musical Director	Signor Zelman.

EAST INDIA PRESS COMPANY (Limited).

Notice is hereby given, that a half yearly General Meeting of the Shareholders of the above Company will be held at the Office of the Company, No. 1 Nesbit Lane, on Thursday the 27th May 1869, at 12 noon.

To receive the Report of the Directors and to pass the Accounts for last year.

ALEX C. BRICE & Co.,
Secretaries and Treasurers E. I. P. Co.

THE BOMBAY and TROMBAY COMPANY, Limited, (in Liquidation).—Notice is hereby given, that all persons claiming to be creditors of the above Company should, on or before the 17th proximo, send in the particulars of their claims, in writing, to the Liquidators, at the Company's Office, No. 8 Church Lane. After the above period no claims will be admitted.

T. F. PUNNETT,
PESTONJEE DADABHOY WADIA, } Liquidators.

Bombay, 11th May, 1869.

NOTICE.—To be sold by Public Auction in H. M.'s Dockyard, on Wednesday the 19th instant, and the days following, a quantity of old and unserviceable Marine Stores, consisting of awnings, old canvas, sails, rope old (coir and Europe), masts, yards, iron, brass, lead and copper old, cases, casks, tins ; also tanks iron and sundry stores, &c., returned from Abyssinia. Terms of sale as usual, and for further particulars apply to the undersigned.

W. L. SEARLE,
Lieut. late I.N., Marine Storekeeper.

Marine Storekeeper's Office, Bombay, 8th May, 1869.

SALE of LANDED PROPERTY at NULLA BAZAAR HAYSTACKS.—On Tuesday the 18th instant at 4 P.M. Messrs. Heeralall & Co. will sell by Public Auction, on the Premises, by virtue of the power of sale contained in an indenture of mortgage bearing date the 22nd November 1866, and by order of the mortgagee on account and risk of the mortgagor, Panoobee, widow of Tanoo Syrung, all that piece or parcel of Government land or ground, with the messuage, tenement and dwelling-house, erected, built and standing thereon, situate, lying or being on the roadside, opposite the Nulla Bazaar, assessed by the Collector of Assessment under No. 38, and containing by admeasurement 60 feet long by 20 feet broad or thereabouts.

For further particulars apply at the Office of the undersigned, No. 9, Hummum Street, Fort.

HEERALALL & Co

TO SPORTSMEN and OTHERS.

A. LAING & SON,

MACHINISTS, GUN AND PISTOL MAKERS, &c.
CURSETJEE SORABJEE STREET, BYCULLA,
NEAR BYCULLA HOTEL.

THE FOLLOWING WORK IS PERFORMED WITH THE AID OF STEAM MACHINERY.

GENERAL MECHANICAL BRANCH.

All kinds of Machinery repaired and various Machines made to order ; Mechanical Inventions or Models made to any design ; Smith's work executed ; Copper and Tin Plate work made or repaired, Toothed wheels cut from ½ inch diameter, up to 3 feet, Turning, Planing, and Sloting in any Metal. Jobwork of almost every description done.

A. LAING & SON have Steam Engines for sale, fixed and portable, of various descriptions as to power, also for pumping, self-acting and screw-cutting gap lathes, punching machines, drilling machines, flour mills, suckee or chunam mills, brick making machines, hydraulic presses, printing circular patent machines, and saw tables and one circular rack sawbench, circular saws of sizes, dough and biscuit making machines, pullies of sizes, bored and turned, gas piping, elbows, bends and cocks to fit, india rubber sheet of various thicknesses, patent machine belts or driving bands from ½ inch broad to 10 inch sheet, tined iron or charcoal iron 16" by 12" up to 30 inch broad to 6 feet long, gauge cocks, and glasses, steam or water sluice valves, water cocks, steam patent indicators, &c., &c., too numerous to mention.

GUN MAKING BRANCH.

All sorts of Rifles, Guns, or Pistols repaired, Air Guns or Canes repaired, and every sort of apparatus or implement used by Sportsmen made to order.

A. L. & SON have for sale some first class No. 12 bore breach-loading Rifles, Guns, &c., made by Messrs. A. Thomson and Son, of Edinburgh ; also a Revolver Pistol that fires three small balls at once or one very large ball. This is an excellent article. Also has for sale some Sharp's Patent repeating Pistols, some being so small as to go into the waistcoat pocket, the action or revolving parts being all contained in the Cock, they are a great curiosity.

REGIMENTAL WORK SHOPS

Can have for a fixed sum Turning Lathes, Portable Forges and other tools on loan while in a Station, or months. Gentlemen supplied with Tools of any description, and can get a kitt of tools much better and cheaper than those that comes out in chests.

FRAUD.

On the 27th June, 1866, Moteewallah, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the LABELS

of Messrs. CROSSE & BLACKWELL, London, and was sentenced by Mr. Justice Phear to

TWO YEARS' RIGOROUS IMPRISONMENT.

And on the 30th of the same month, for

SELLING SPURIOUS ARTICLES,

bearing Labels in imitation of Messrs. CROSSE & BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Seuldah, to

TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one SELLING SPURIOUS OILMEN'S STORES, under Crosse & Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully before taking delivery of them. The Genuine Manufactures of Messrs. Crosse & Blackwell may be had from every respectable Dealer in India.

WANTED.

COMFORTABLE LODGINGS with BOARD can be had at Grant Buildings. Separate rooms, furnished or unfurnished—or Board without Lodging may be had. Terms moderate. Address G. B., care of "Bombay Gazette."

HOUSES, &c., TO LET.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

TO BE LET, from the 10th April, the Bungalow No. 82, Malabar Hill, in the occupation of R. L. Crawford, Esq. Apply to the Manager, Land Mortgage Bank of India (Limited), Parsee Bazaar Street.

TO BE LET, a commodious and airy upper story House, situated next door to Grant Road New Station of B. B. and C. I. Railway. It is suitable for two or more families or for several bachelors.

Entrance road opposite Sunkersett House.

For terms and rent apply on the premises, or to Heerjeebhoy Hormusjee Shroff's, Elphinstone Circle.

NOTICES.

PIANOFORTE INSTRUCTION and TUNING.—Mr. John H. Willy, Pianist, Organist, and Tuner, begs respectfully to state that he will be happy to give Instruction on the Piano and Tune any Pianos that may require Tuning.

Terms.	
Two Lessons per week, one hour each Lesson,	
Fort, Colaba or Malabar Hill	Rs. 20 per mensem.
Do. do. Byculla or Mazagon	„ 15 „
Tuning Pianos	„ 7 „
Attending Parties either as an Accompanyist or for Dance Music	„ 20 „

Terms arranged with Families.

Any communication addressed to Mr. John H. Willy at his residence, No. 6 Clare Road, Byculla, will be punctually attended to.

Mr. Willy begs to state that he travelled with the celebrated Distin Family (the performers on the Saxe Horns) as Solo Pianist and Accompanyist for a period of eight years, all over England, Ireland, Scotland, Wales, France, Belgium, Prussia, Germany, America, and Canada, and had the honor of performing with them twice before Her Majesty, once at Buckingham Palace, and once at Balmoral.

PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY.—An abatement of 20 per cent from the charge for the return journey will be made in favour of passengers by P. & O. Company's Steamers between India and Australia, provided they re-embark within three months of the date of landing.

Fare from Bombay to Melbourne or Sydney...Rs. 500.

H. S. BOSTOCK,
Acting Agent.

Bombay, April, 1869.

BOMBAY SHIPPING COMPANY (Limited).—Notice is hereby given, that the Transfer Books of the Company will be closed from Thursday the 6th instant, until Wednesday the 12th instant, both days inclusive.

By order,
RITCHIE, STEUART, & Co.,
Secretaries and Treasurers.

Elphinstone Circle, 5th May, 1869.

INDIAN PENINSULA, LONDON, AND CHINA BANK, Limited, (in Liquidation.)—Notice is hereby given, that a third distribution of the assets of this Bank, at the rate of Rs. 3 (Rupees three) per share, has this day been made, and the shareholders now on the register can obtain the same on any Monday, Wednesday or Friday during the next three weeks, between the hours of 12 and 2, on their producing the Liquidator's certificate for registration two days previously.

The Transfer Books of the Bank are closed until further notice.

T. F. PUNNETT,
Liquidator.

NOTICE to MARINERS.—The accompanying Notice is published for general information.

J. EVERARD C. PRYCE,
Master Attendant and Conservator of the Port.

Master Attendant's Office, Bombay, 7th May, 1869.

NOTICE.—MASULIPATAM PORT LIGHT.—The Master Attendant, Madras, hereby notifies that the Masulipatam Port Light was re-exhibited on the 1st instant.

H. D. E. DALRYMPLE,
Master Attendant.

Madras, Master Attendant's Office, 5th April, 1869.

ROYAL BANK of INDIA (in Liquidation).—Notice is hereby given, that a meeting of the shareholders of this Bank will be held in the Bank's office, No. 33 Meadow Street, on Wednesday the 26th day of May 1869, at 3 o'clock P.M., when the Liquidators will submit their report, together with statements of accounts for the periods ending 31st May 1868 and 31st March 1869.

The Liquidators will also take the sense of the meeting as to the propriety or otherwise of enforcing payments of calls due on forfeited shares.

SADANUND BALCRISHNA,
Manager to the Liquidators.

...ESTICATED.]

...whatty, Alice Mary, the infant ...rs. Gregory.

...NORTH-WEST PROVINCES.

BIRTH.

...E—May 4th, at Benares, the wife of Lieutenant E. ...stance, Deputy Commissary of Ordnance, Pension Establishment, of a son.

					Rate per Share.
				Agra Bank	126
			p. ct.	Bank of Bengal	1675
			all 5 p. ct.	Ditto of Bombay New	570
			all 7½ p. c.	Ditto of Madras	1550
		250	all 6 p. c.	Chartered Mercantile Bk. of L. L. & China	300
100,000	200		all 6 do.	Chartered Bk. of L. & C.	200
1,000,000	500		250 8 do.	Delhi and London	200
1,000,000	250		125 8 do.	National Bank of India	140
600,000	250		all 12 do.	Oriental Bank	412½

LAND COMPANIES.

1,180,000	3,000		all Rs. 80	Colaba Land Co.	1435
1,080,000	1,000		all Rs. 30	Elph'st'ne Land	870
2,080,000	1,000		600 „ 11-14	Do. New	475
2,000,000	1,000	1,000	Nil	Pcere Land	80
100,000	5,000	4,100	Nil	Managon Land	835
...	2,000	1,300	Nil	Port Canning	290

SHIPPING COMPANY.

2,500,000 | 5,000 | 3,500 | 1,300 | Bombay Ship Co. ..... | 1150—1160

PRESS COMPANIES.

40,000	2,000	1,100	200ps	Albert Co. Kurrachee	850
75,000	3,000	850	30do.	Alexandra Press Co.	600
187,500	12,000	11,000	1750ps	Apollo Press Co.	10,000
80,000	2,000	2,000	400do.	Bombay Press Co.	2,200
...	500	500	100do.	Do. New	540
...	1,880	1,880	100do.	Colaba Press Co	11,300
70,000	2,000	2,000	...	East India Press Co	1100
937,500	2,500	2,500	1000ps	Fort Press Co.	9850
60,000	2,000	1,500	100ps	Framji Cowaji Press	1160
100,000	6,000	4,000	425 ps	Hydraulic Press Co.	3800
20,000	5,000	2,000	...	Kurrachee Press Co.	800
300,000	1,000	950	...	Mofus. Press & G. Co.	180—
20,000	2,500	2,500	400 ps	Prince of Wales Press	2450
45,000	2,000	750	...	Victoria Press, Madras	950

SPINNING AND WEAVING COMPANIES.

...	2,000	1,700	50	Albert Mills Co.	780
125,000	2,500	all	80	Alliance Spinning	1625
20,000	2,000	all	...	Arkwright	400
550,000	5,500	all	...	Bombay	2800
100,000	1,000	1,000	10 p c.	Bombay United	1795
...	500	500	12 p c.	Broach Mills	265
160,000	5,000	all	...	Coorla Spinning	1875
150,000	2,000	2,000	300	Great Eastern	1400
250,000	1,000	all	135	Manockji Petit's	665
200,000	2,500	all	...	Oriental	1650
150,000	2,500	2,300	...	Royal	1400

RAILWAY COMPANIES.

...	£20	218.3.0	5 p. c.	G. I. P. Railway Consolidated Stock	227
...	£20	196.8.8	do.	Do. New £20 shares	198
...	£100	140	do.	B. B. & C. I. Railway Co.	1130
...	£18	196.5.1	do.	Do. New Shares	Par.

BANKS IN LIQUIDATION.

		Date of L'dation.			
1,045,000	500	...	Jan. '56	Bank of Bombay	108—110.
800,000	25	13½	...	Do. China	3—3½
2,000,000	250	100	May '67	Do. Guzerat	90
1,000,000	150	75	Aug. '67	B'bay Pr'dency B'k.	26
2,000,000	200	35	Sept. '67	„ Trdg & B'kg	20
2,000,000	200	40	Sept. '67	Brokers' Bank	75
1,000,000	250	...	Mar. '66	Central Bank	6
500,000	200	10	Feb. '67	Indian Peninsula	6
...	200	63	May '67	Royal Bank	13
1,200,000	120	66	Apr. '67	Old Financial	6½

CALCUTTA—6TH MAY 1869.

Government Securities.—The market for 4 per cents. was not active, and the sales reported were insignificant, at Rs. 6-3, 6-2, 6-3, and 6-4 discount; there were buyers at the latter price in the afternoon. Time-bargain contracts were made at Rs. 6-4 discount, for deliveries in 45 days. Public Works 5 per cents. sold at Rs. 5-8 premium. 5 per cents. of 1856-57 were scarce in the market; purchases took place at Rs. 8-12, 8-14 and 9-0 premium.

The Bank of Bengal reduced its rates oi Interests and Discounts one per cent. all round. Shares sold at Rs. 1,639.

National Bank shares continue very scarce in the market; a batch of 25, offered for sale at Rs. 137½ each, found a ready buyer.

A small lot of India General Steam Navigation Co.'s full shares sold at Rs. 420.

Two sales of Port Canning Land Investment, &c., Co.'s shares were made at Rs. 290.—*Englishman.*

BANK RETURNS.

BANK OF BENGAL.

THE statement of the affairs of the Bank of Bengal for the week ended 27th April, compared with the report for the previous week, yields the following results:—

Liabilities.				
Reserve Fund	Rs.	2,505	0	0 decrease
Tsy. Balance Hd. Office	„	39,74,605	0	8 increase
„ „ Branches,	„	7,31,343	13	7 increase
Other Deposits	„	37,62,129	9	5 decrease
Bank Post Bills.	„	1,11,254	12	3 decrease
Sundries	„	92,027	2	4 increase
Assets.				
Loans on Govt. Securities	Rs.	30,100	0	0 increase
Accts. of Credit on do.	„	2,39,261	2	8 decrease
Mercantile Discounts	„	64,317	3	11 decrease
Cash, &c., at Hd. Office	„	9,05,624	11	3 decrease
„ „ Branches.	„	12,19,508	11	6 increase

CHINA.

HONGKONG, 19th April, 1869.

OPIUM.—Patna, New	...	...	563@
Old	...	...	630
Benares, New	...	...	605
Old	...	...	628½
Malwa	...	...	609
Persian	...	...	585
COTTON.—Bombay	...	...	18 a 23½
Calcutta	...	...	16 a 20½
Shanghaie	...	...	.....
EXCHANGE.			
Bank, 6 months' sight	...	...	4 6½
Credits, 6 „	...	...	4 6½
On Calcutta, 3 days' sight	...	...	Rs. 226½ a 227
On Bombay, 3 days' sight	...	...	Rs. 225½ a 226
On Shanghaie, 3 days' sight, Bank, Tls.			... 74½
Bar Silver, 17 dwts. fine	...	...	... 8
Sycee, „	...	...	... 5.75 a 6.25
Mexicans, „	...	...	... ...
Gold Leaf	...	...	... 23.55 a 23.60
Gold Bar, 98 touch,	...	...	... 23.35 a 23.45
English Sovereigns,	...	...	... 4.67
Australian Sovereigns	...	...	... 4.69
Discount	...	...	... 9 a 11
Gas Company Shares,	...	...	... 41
H. & W. pon Dock, Old	...	...	... 5 p. c. disct.
Do. Do. New	...	...	... 7 p. c.
E. & S. Bank Shares, Old	...	...	... 29 p. c. prem.
Do. Do. New	...	...	... 16 „
Union Dock ...	...	...	... 25 p. c. dis., quoted.

EXCHANGE & BULLION.

(Bank Rates.)

On London, 6 months' sight Bank Bills, 4.6 a 4.6½.
„ Private Bills, 4.7.

SINGAPORE.

APRIL 27TH, 1869.

Gunny Bags	...	...	... $3.05 to 3.10
Gambier	...	...	... 6.25
Rice	...	...	... 10.42½
Flour	...	...	... 2.47½ to 2.50
Pearl Sago	...	...	... 3.05 to 3.10
Tin	...	...	... 31½
30's Mule Twist	...	...	... 117½ to 120
40's do. do.	...	...	... 120
8¼ lbs. Shirtings	...	...	... 2.87½ to 2.90
7 do. do.	...	...	... 2.45 to 2.50
5 do. T. Cloths	...	...	... 1.55 to 1.57½
6 do. do.	...	...	... 1.175 to 1.80
7 do. do.	...	...	... 2.10 to 2.12½
Freight to London.	...	...	... £2. 10s. to £3
do. to Liverpool.	...	...	...
Benares Opium new	...	...	... 5612

EXCHANGE ON LONDON.

Bank bills 6 months sight, 4.6½ to 4s. 6¾d.
Credit „ „ 4s. 7d.
Private „ „ 4.7½.

MILITARY.

ARRIVALS.—MAY 11.

Maitland, Surgeon Major, Medical Staff, on furlough, from England.
Fraser, Captain, Staff Corps, on duty, from Poona.
Roberts, Captain, Royal Artillery, on sick leave, from Ahmedabad.
Wraule, Captain, Royal Artillery, on duty, from Ahmedabad.
Eliot, Colonel, Royal Artillery, to appear before a medical board, from Meean Meer.
Eliot, Ensign 2-12th Regiment, on leave, from Jubbulpore.
Collett, Captain, 21st Punjaub Infantry, on leave, from Meean Meer.

DEPARTURES.—MAY 11.

Maitland, Surgeon Major, Medical Staff, on duty, to Belgaum.
Mahaffy, C. B., Deputy Inspector General of Hospitals, Medical Staff, on duty, to Sind.
Palmer, Captain, Bengal Staff Corps, on leave, to Simla.
Hore, Lieutenant, 10th N. I., to rejoin, to Tanna.
Rishton, Lieutenant Colonel, 1st M. N. I., to rejoin, to Beypore.
Fraser, Captain, Staff Corps, on duty, to Belgaum.
Richards, Colonel, 6th Regiment N. I. on leave, to Ahmedabad.
Collett, Captain, 21st Punjaub Infantry, on leave, to England.

SHIPPING.

DAILY FREIGHT REPORT—11TH MAY.

London	Cotton	£1 10s. 0d.	per ton.
	Cases	£1 15s. 0d. to £2 0 0	„
	Seeds	£1 0s. 0d. Nominal.	„
	Iron Ships Cotton	£1 0s. 0d. to £1 5s. 0d.	„
	Wooden Ships	£0 17s. 6d. to £1 0s. 0d.	„
Liverpool	Myrabolanes & Coir Bundles	£0 10s. 0d. to £0 12s. 6d.	„
	Seeds	£0 10s. 0d. to £0 15s. 0d.	„
	Cotton	£1 5s. 0d. to £1 12s. 6d.	„
Havre	Coffee	£0 15s. 0d.	„
Overland	Steamers up to 7th May	£5 0s. 0d.	„
	„ from 15th to 1st June	£4 0s. 0d. to £4 10s. 0d.	„
China	Steamer Cotton	Rs. 7 to 8	per bale.
	Opium	Rs. 25 to 30	per chest.
	Sailing Ships	Rs. 3 to 4	per bale.
Calcutta	Salt	Rs. 3 to 3½	per ton.
Calcutta to Bombay		Rs. 12 and Charges	Calcutta Port
Mauritius		8 annas nominal.	

ARRIVALS.

May	Vessel.	Commander.	From.
11	Arracan	Stricker	Cardiff, Dec. 2.
	Sylvia	Peterson	Liverpool, Nov. 27.
	Mengyne		Rangoon.

DEPARTURES.

May	Vessel.	Commander.	Destination.
11	Dilharree	Bissett	Havre via London.
	Indian Empire	Wallace	Java.
	Ethiopia (s)	McCollum	Malabar Coast and Calcutta.
	Phlox (s)	Baker	Malabar Coast & Goa.
	Hamido	Nacoda	Colesagerpattam and Cayelpattam.

The following vessels obtained their port clearances yesterday:—
Ship Strathblane, Poe, to Galle
Ship City of Venice, Soden, to Calcutta.
Ship Elizabeth, Owen, to Bankok.
Ship Unrivalled, Hedgcock, to Liverpool.

The steamer Cashmere, to Persian Gulf via Kurrachee, began to load yesterday.

REPORTS BY TELEGRAPH.

GALLE, 10th, 7 P.M.—French mail steamer "Hooghly" sailed for Aden at 6 P.M.

GALLE, 11th, 10-45 A.M.—French mail steamer "Tigre," from Suez, anchored at 8 A.M.

MADRAS, 11th, 10 15 P.M.—Steamer "Himalaya" left for Calcutta, via northern ports, at 12-50 P.M.

ADDAUM, 11th, 11-17 A.M.—Mail steamer "Abyssinia" passing for Bunder Abbas.

CALCUTTA.

ARRIVAL.

May 6 Lightning (s) ..... Rodger ..... Hongkong, April 20.

DEPARTURE.

May 8 Asia (s) ....

The Bombay Gazette

WEDNESDAY, MAY 12, 1869.

BOMBAY may fairly claim to have the worst public vehicles of any civilized town in the world. At least we are not acquainted with any town approaching her size that could contest her supremacy in this respect. We have tried the public conveyances of London, Paris, Berlin, Vienna, Rome, and a host of other towns in Europe, and if it is any satisfaction to know it, we may certainly assure ourselves that nothing approaching the Bombay buggy—nothing a quarter so bad or so uncomfortable can be found out of our town. In Calcutta, where the distances are very short people get about chiefly in palkies, and shigrams and buggies are therefore not so necessary as with us. In Madras, however, the distances are long, and it would be impossible to manage with palkies only. But why the public conveyance of the chief town on the Coromandel coast should have developed into a "bandy" which has four wheels, while that of Bombay has not advanced beyond the buggy, which boasts of only two, beats our comprehension. Perhaps the Darwinian theory when more complete will explain the fact. But taking the Madras "bandy" and comparing it with the Bombay buggy, both of the period, there can be no doubt that the buggy is out and out the worst of the two. In the first place the bandy offers more accommodation; in the second, better shelter from both sun and rain; and in the third, preservation from contact with the driver: and all these advantages are obtained at less cost. The Bombay buggy is built for two persons—it is just large enough to hold them, and no more. But the fallacy in the use of the buggy is that the driver does not reckon himself a person at all. The consequence is, that when two men hire a buggy there is a squeeze of three people into a space just sufficient for two. One passenger is brought into a proximity with the buggywallah which, to put a mild term on it, is not calculated to exhilarate his appetite. It is really too bad that the use of a buggy should necessitate an acquaintance with a dirty native that one would decline with the cleanest of one's own countrymen. Yet such is the case. A kind of shudder passes through us as we lift our foot to get into the conveyance, and a creeping feeling of something very uncomfortable never leaves us during the entire journey. We have never been able to bring ourselves to hold the reins while the buggywallah gets out to light the lamps. We prefer to be run away with than to touch these greasy ropes. In fact our desire is not like the common one of getting as much as you can for your money; it is just the reverse. We want as little of the buggies as possible, and are only too thankful to part company with the buggywallahs.

Can nothing really be done to improve our public conveyances? Have they really reached such a pitch of perfection that further improvement is impossible? We are aware that complaints are made even in London about the "cab," and reform is loudly called for. But the cab is much superior to the buggy. Anyhow it will not be long before a better conveyance is introduced even at home. That the thing is possible is proved by the conveyances of Paris, Berlin, and many other Continental towns. Some of the cabs in Paris are so clean and so well kept and appointed, that unless they were numbered it would be impossible to know them from private carriages. Moreover, both closed and open carriages are to be had. But in Bombay there is no choice at all. The question lies between a dirty buggy with a still dirtier buggywallah, and no conveyance at all. However much we may kick against it, necessity drives us all to use the buggy and to pocket our feelings with the best grace we can. It is constantly said that there is no public spirit in Bombay. The state of the buggies really goes far to prove the truth of this assertion. But let us ask, what is there so peculiar to Bombay that she should be so pre-eminently bad in the matter of public conveyances? Let us compare her circumstances with those of some other large town in India. Let us take Madras for example. In both towns the distances are long. In this respect, therefore, both are similarly situated. In Madras, however, there are no hills, and consequently no steep gradients, but in Bombay it is otherwise. The horses in Madras rarely jib. There is no excuse for them. In Bombay some of the roads are so steep that many a horse without any vice will stop dead short all at once, simply from his inability to drag the load after him. One would naturally suppose that under these circumstances the horses used in Bombay would be of a more powerful kind than those in Madras. But this is not the case. Bombay Arabs, Persians, and country-bred galloways are found in great numbers. The Australian, which is nearly twice as strong as the Arab, is only met with occasionally. In the buggies scarcely any but galloways and ponies are used. These animals are in the constant habit of jibbing, although the buggies themselves as conveyances are light—much lighter than any four-wheeled carriage could be. It is unfortunate for Bombay that the people have such a predilection for Arabs. The Arab, as a riding horse, is an admirable animal for a light weight, but for draught purposes he is not to be compared with the Australian gelding. He has not the power of the latter. Moreover stallions, and nearly all Arabs in this country are stallions, are not so well suited for carriages as geldings. The stallion possesses both greater strength and greater endurance, but he has too high a spirit for draught purposes.

On his back a man has great power over any animal. It must be a very vicious horse that cannot be ridden by a good jockey. The case is very different with a horse in shafts. If he is really determined to give trouble he has you in his power. You can't dig your spurs into him or give him a five mile spin at a stretch. You must either pull him up at once or try and humour him, otherwise the chances are that he will smash the conveyance against something in the street sooner or later. The gelding not having the courage of the stallion is not nearly so likely to play tricks. Thus it is that he is better fitted for draught purposes than the latter. If then the best horse for Bombay is the Australian gelding, what is the best kind of conveyance? It is clearly not a buggy, which compels you to sit with the driver. The essentials of a convenient public conveyance are that the passengers should have all the room in the carriage to themselves, that they should be sheltered from both sun and rain, and that the conveyance should be light enough to enable a single horse to pull it up any of the Bombay hills. Now nothing would seem at first to answer these purposes so well as the hansom, and, if the native had the nerve, the power, and that knowledge of the horse which the Englishman seems almost intuitively to possess, no better sort of conveyance could be devised. The hansom runs very light, and, being on two wheels, is easier to draw (provided that it is well balanced) than any four-wheeled carriage. But what European would trust his life in a hansom with a horse of which he knew nothing, and to a driver who, to a moral certainty, would lose his head on the very slightest provocation being given him? The hansom is a dangerous carriage with a runaway horse. You are boxed up and can't escape. You must wait for the smash and take your chance. Although it possesses many advantages, still it would never do for Bombay in the hands of the present buggywallah. If he drives a buggy so badly, what power would he have over a vicious horse, seated so far from it as he would be at the back of the hansom? Some kind of dog-cart might be invented to suit the wants of Bombay, but we don't clearly see our way through the difficulties. If the buggywallah appropriated the front seat to drive from, the passengers would have to sit behind, and this would not be a pleasant arrangement for them. If, on the other hand, the passengers took the front seat, the buggywallah would find it difficult to drive from behind. We don't see how the reins could be managed without passing across the front seat, and such a plan would be open to great objection. Moreover the dog-cart affords no proper protection from either sun or rain, and the worst of it is that the seats would require to be constantly adjusted according to the number of passengers. Any conveyance of this nature which called for brains in the driver would inevitably prove a failure. The horse would at one time have the entire load on his back and at another would be nearly lifted off his legs. We have thus considered the three best and most popular kinds of two wheeled conveyances, and have been compelled to reject them. The buggy is light, but the passengers are compelled to sit with the driver. The hansom offers considerable comfort to the passengers but with risk to their lives. The dog-cart, should a suitable one be invented, affords no protection from the weather, and requires an amount of intelligence in the native which he certainly does not possess at present. In so far as two-wheeled conveyances must always be lighter than four-wheeled ones, they possess a great advantage. But inasmuch as they are still open to grave objections, let us consider whether a four-wheeled carriage might not answer every purpose. Suppose the conveyance were built on the model of the best miniature broughams, with just sufficient room for two passengers inside, and suppose the seat for the driver were made large enough to hold him only, and no larger, would not such a conveyance suit the wants of Bombay? Those vehicles employed at the landing-places would be required to carry luggage, so their tops might be made strong enough for this purpose. The first cost of the Bombay cab would be somewhat more than that of the present buggy, but the Australian horse would not be an expensive luxury if only a demand were created for him. Men are employed to shoot horses down in certain parts of Australia at a shilling a head. Any number of sufficiently good animals for the Bombay cabs could be purchased in Australia at from two to three pounds each, and they could be landed in Bombay at a total cost of from fifty to sixty rupees a head. The entire cost of the cab and Australian horse need not be much greater than that of the buggy and country-bred galloway or pony. A very slight advance in the present fares would compensate the owners of the cabs for their increased outlay, and the public would have a safer and more sheltered conveyance. The Bench of Justices would do well to offer a reward for the best design for a cab. If the reward were made a handsome one, many excellent designs would probably be forwarded from England. Anyhow a step would be taken in the right direction to improve the public conveyances of Bombay.

SAUCE FOR THE GOOSE NO LONGER SAUCE FOR THE GANDER.

THE *Friend of India*, in its last issue, has the following paragraph:—

"The first authority on Indian railways, in a communication which will be found in another column, invites the criticisms of the journals, the Chambers of Commerce and Trades Associations on a very serious question. Is the trade of the North-Western Provinces to go to Bombay or to Calcutta when the Great Indian Peninsula Railway meets the East India line at Jubbulpore a year hence? The answer depends not so much on natural causes as on the arrangements which may be made by the two companies, in each of which Government has an equal interest. They cannot be allowed to compete with each other, nor will it do for goods to break bulk at the Jubbulpore junction. We state the question for the discussion of our correspondents and contemporaries and for the consideration of our public bodies on both sides of India."

We ask why two railway companies may not be allowed to compete when our contemporary supports the continuance of the intrusive Bengal Bank Agency in Bombay? Is it solely because the competition of the railway companies must result in advantage to Bombay, and because Bengal must benefit by the intrusion of its Presidency Bank in our domains? It is strange how local feelings and local interests warp the minds of the best of us. When will Bengal realize that Bengal is not India, and that the Supreme Government is not Calcutta, though unfortunately for general interests our Viceroys persist in passing the cold weather months in that town?

CAPTAIN J. H. FAWCETT, 2nd Battalion, 1st Foot, has been appointed to act as Deputy Assistant Quarter Master General until further orders, vice Sexton, appointed to act as Assistant Quarter Master General.

MR. H. N. B. EGSKINE, the District Magistrate at Poona, has offered a reward of one thousand rupees for information which will lead to the detection and conviction of the forgers whose clever trick a correspondent, a day or two ago, related in our columns.

FROM our Singapore papers we learn that the Austrian scientific expedition under Admiral von Petz, in the frigate "Donau," and corvette "Friederich," arrived there on the 15th April, and was well received. Admiral Petz and his officers were very cordially entertained at a ball of the Club Teutonia by the German residents, and all the married English residents were invited to meet them. The expedition had come from Batavia, and was to proceed from Singapore to Bangkok. Dr. Scherzer, who visited Bombay, had, we may add, been in Singapore for some time, awaiting the arrival of these vessels.

CONSEQUENT on the return of Colonel W. B. Salmon, Assistant Commissary General, 1st class, from furlough, the following reversions have been ordered in the Commissariat Department, to have effect from the date of his arrival at Belgaum, that is, the 1st inst.:—Captain G. S. Mignon, Acting Assistant Commissary General, 1st class, to revert to the grade of Acting Assistant Commissary General, 2nd class; Captain J. B. Fenwick, Acting Assistant Commissary General, 2nd class, to revert to the grade of Acting Deputy Assistant Commissary General, 1st class; Lieutenant G. E. Harris, Acting Deputy Assistant Commissary General, 1st class, to revert to the grade of Acting Deputy Assistant Commissary General, 2nd class; Captain J. S. D. Bolton, Acting Deputy Assistant Commissary General, 2nd class, to revert to the grade of Acting Sub-Assistant Commissary General, 1st class.

THE "Poona Observer" understands that several changes in the Commissariat Department will take place on the arrival from England of Colonels Dunsterville and Lucas, who are expected to arrive about the 22nd instant. Colonel Dunsterville will assume charge of the Commissary General's office, Colonel Lucas will be appointed Deputy Commissary General, and Major F. P. Mignon, Assistant Commissary General, will be appointed to the Poona Division of the army. Colonel H. W. Holland, the present Commissary General of the army, proceeds to England by the steamer which leaves Bombay at the end of this month on six months' leave of absence.

THE weather prevailing upon the ghats appears to lend weight to the belief that the monsoon will set in betimes this year. We all know that every season is, with some people, a "most unusual one;" but there really does seem this year to be good ground for the annual prediction. On Friday and Saturday night rain fell heavily upon the ghats, along the Khandalla range; and the fall probably extended beyond Mahableshwur. Heavy clouds float over, both in the morning and evening; and the air during all but the two or three hottest hours of the day is laden with moisture.—*Poona Observer.*

THE "Central India Times" asserts on "indisputable authority" that the Lieutenant Governorship of the Punjaub, about to become vacant on the retirement of Sir Donald Macleod at the close of the current year, was offered to Sir Richard Temple and declined by him. "He aspires," says our contemporary, "to the higher dignity of Governor of a Presidency. Sir Richard on the expiration of his leave will return and resume office as head of the Financial Department, and intends to retire after five years, should he not be so fortunate as to have an offer of the more exalted office in the interim."

THE "Mofussilite" mentions with pleasure that the East Indian Railway trains are now keeping good time; but does not profess to be aware whether this improvement is due to the recent fillip administered by Lord Mayo.

A SIMLA letter of the "Mofussilite" mentions that there are few if any houses now available, and that "the mall" is becoming daily more densely thronged with visitors. This favourite sanatarium will be unusually crowded this year in consequence of the railroad offering such facilities for the Meerut people to go there instead of Mussoorie and Nainee Tal, as they did before the line was opened.

COTTON cultivation in the Madras Presidency is not progressing. From the returns for last March, it appears that there were not more than 1,202,013 acres under this cultivation, which is a falling off of 190,896 acres when compared with last year. The highest price reached in last March was by the Salem cotton, the market rate of which was 161 rupees for a candy of 500 lbs. The lowest price was attained by South Arcot, the cotton of which was not valued at more than 74 rupees a candy.

WE hear (says the "Mofussilite") that the passengers by the evening train, on the 4th, from Gazeeabad to Umballa had a most unpleasant time of it. The bedding of one caught fire, another woke up nearly suffocated by the smoke, and it is providential that some ladies were not burnt to death. The calls for the guard were most vociferous: fortunately he came to think something was wrong and had the train stopped, thereby giving the opportunity of extinguishing the many small fires from the sparks which might otherwise have burst into open flames.

THE Indian troop-ships were built at the cost of India for the benefit of the troops in India, and during our hot season two or three of them usually make themselves useful by transporting army reliefs to and from places situated in the temperate zone. We see that the "Serapis" and "Crocodile" were to be despatched to Canada on the 20th ultimo. We wonder whether the Treasury in Parliament Street *pays* the India office for the hire of these convenient vessels. In the present instance, these two ships are to take "discharged dockyard artisans and their families" as emigrants to Canada, and to return with troops about to be withdrawn from that colony. The War Office would indignantly refuse to pay towards the passage money of these victims of Mr. Childers' retrenchments. So would the Admiralty, and the Home Office. It seems to us that there is a very considerable probability of the natives of India contributing the lion's share, if not the whole, of the cost of removing these to-be-pitied artisans from a mother-country that has no work for them to do. We have not yet forgotten who it was that paid the little bill for the ball at the India Office to the Sultan.—*Madras Mail.*

THE TRADE BETWEEN BOMBAY AND AUSTRIA.

OUR readers will probably take an interest in the contents of the following article, which is translated from a Triest paper (the *Triester Zeitung*) of the 6th April:—

'MINISTERIALRATH' SCHERZER, who arrived at Bombay on February 7th, after a very fatiguing journey of 14 days from Suez, during which the thermometer never sank below 23 degrees Celsius, has at once taken steps to carry out the task entrusted to him, so far as the short period of his stay would permit. In a letter dated the 13th February from Bombay, he writes:—"If I succeed in this, I can only ascribe it to the exceedingly friendly and obliging reception which I meet with from all sides and all circles of society, as a member of the K. K. Expedition. The Governor, the directors of the scientific institutions, as well as the leading merchants, have offered their assistance in the most ready manner, in order to aid me, each in his own way, in obtaining the necessary information, collections, &c., and in particular the K. K. Consul, Mr. A. C. Gumpert, is making the greatest exertions to forward the aims of the K. K. Expedition." Reserving a detailed report on East Indian commerce and the creation of a direct steam communication for cargo between Bombay and Triest, through the Suez Canal, for a later period, Mr. Scherzer, in general outlines, communicates the chief results of his stay in Bombay.

'According to the opinions of the most experienced and respected German and English merchants of the place, as A. C. Gumpert & Co., Clason & Co. Nicol & Co., Volkart Brothers, &c., the establishment of a line of screw steamers between Bombay and Triest for the purpose chiefly of carrying cargo, would have every prospect of a very favourable result. Triest, through its extremely favourable position, might become the emporium of East Indian cotton for South Germany, Switzerland, Saxony and even Russia, whither already many thousand bales are sent yearly via Austria. The freight from Bombay to Triest, including transhipment at Suez and Alexandria, and railway carriage across the Isthmus, is rarely less than £6 per ton (of 2,240 lbs.) and at present even as high as £7 to £8. By making use of the Canal this freight might almost be reduced by one half, and the Austrian steamers would therefore create a considerable competition on the part of the other lines. As so far only monthly departures are under consideration from Bombay to Triest and *vice versa*, either three or four steamers of 1,500 tons would be quite sufficient, and there might perhaps be no difficulty to start the first vessel from Bombay to Triest immediately after the opening of the Canal and at the opening of next cotton season in December this year, or February 1870 at the latest. The opinion prevails in Bombay, that for the first few years some assistance from the Austrian Government would be indispensable—in the same way as is done by England and France;—but it is believed that Government ought merely to agree to a guarantee of interest on the capital invested, or at the most to a cash advance, but on no consideration to a subvention. The establishment in Bombay of a branch of a Vienna banking institution would be of the utmost importance, in order to arrange monetary transactions direct and without the intervention of an English town. All Bombay merchants agree, that without such an establishment Austrian commerce would derive but little profit from its cargo steamers. The French Comptoir d'Escompte has an Agency here of its Paris establishment and does a very good business, the rate of interest being a very high one in Bombay, from 9 to 12 per cent. per annum.

'The information required by the Austrian Chambers of Commerce and the Vienna merchants with regard to the East Indian cotton trade and the sale of Austrian manufactures is nearly all in Mr. Scherzer's possession, and he thinks it promises good results; however, it would be necessary to obtain a collection of the articles mostly required and to send them in original packing, because a sale can only be relied upon if they are an exact imitation and prepared for the Bombay market. Altogether there are only three chief articles of wholesale export received from Europe, which are of importance to the merchant, viz., cotton goods, woollen articles and metals (iron, copper, copper-sheeting, zinc, lead, spelter, brass, &c.) All these articles are principally imported from England, and Austria could only take part if one or other of the chief articles from the cotton goods branch were selected and every attempt made to produce it in good quality and cheap. In other goods, such as the so-called Vienna articles, leather ware, &c., as well as in flour, beer, &c., the sale is extremely limited, as among the 13 millions forming the population of the presidency, there are hardly more than 20,000 Europeans, who, besides, obtain a great portion of their requirements in Europe.

'One of the most respected merchants in Bombay, Mr. Noelke, of the German firm of Volkart Brothers, whose head establishment is in Winterthur, in Switzerland, has expressed his readiness to receive an able young Austrian merchant, who is acquainted with the cotton trade, into his office for a period of some years, in order that the latter may obtain exact information about the place and its requirements. Mr. Scherzer hopes that he will succeed in inducing some other houses to receive young Austrian merchants into their offices, and as these firms might undertake to provide for their maintenance, all that the commercial community of Vienna would have to do would be to make a careful selection, so that the object in view may be attained through the persons sent.

'In concluding, the reporter makes the interesting communication that the instructions given to the scientific members of the East-Asiatic expedition have been translated into English by Mr. Thayer, the North American Consul in Triest, and forwarded to Washington for publication for the general good. The work has received similar attention from the well-known British savant, Professor R. Owen, who sent a copy of the instructions to London, for the purpose of having them translated and published as the most complete directions which hitherto have been given to travellers.'

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

SPAIN AND GIBRALTAR.

LONDON, 8TH MAY.

Telegrams from Madrid state that in a recent sitting of the Cortes the Government declared they were not unmindful of the importance of a cession of Gibraltar to Spain, but that before negotiations were opened, it was necessary that Spain should be strongly constituted and rank among the Great Powers of Europe.

An attempt has been made in Portugal to foment a military revolt, but it proved unsuccessful.

The Homeward Bombay mail of the 24th ultimo reached Suez on the 7th inst.

LONDON, 8TH MAY, AFT.

The Liverpool Cotton Market to-day continued heavy and prices were still declining.

Fair Dhollera 9⅞d.
Consols 92¾.
Oriental Bank shares £42.
Chartered „ £18 10s.
„ Merc. „ £30 10s.
4 per cent. Govt. Securities 91¾.
5 „ „ 105½.
5½ „ „ 110.
Exchange on India 1s. 11¼d. to 1s. 11⅝d.

The ships *Nelson* and *Sandomir*, have arrived from Bombay.

MANCHESTER MACHINISTS VERSUS THE BROACH EXHIBITION.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—It would be as unfair to Manchester machinists, and the makers of Platt's Macarthy gins in particular, as the correspondent of the *Cotton Supply Reporter* is to the Cotton Commissioner, to allow "Mofussilite's" letter, in your issue of 30th ultimo, to pass unchallenged. While quite agreeing with your correspondent in his very [illegible]ses of Dr. Forbes, and believing with him that the Commissioner has only the good of the cotton trade at heart, and that the trade is under much obligation to him for directing attention to the profits and needs of a good gin, I must differ from him when he endeavours to show that the treadle and power churka are better cleaning machines than the Platt's Macarthy gins now in use.

The writer in the *Cotton Supply Reporter* has, I admit, made a few mistakes; but "Mofussilite" should not throw stones, for he is not himself quite free from errors. He informs us that the jurors, upon whose report he lays so much stress, are gentlemen intimately conversant with cotton cleaning and spinning machinery. I do not know what "Mofussilite" wishes to be understood by "intimately conversant," but this I do know, that neither of the gentlemen whose signatures are attached to the report has had any more to do with cleaning and spinning machinery than apparently he himself. I do not make this statement to depreciate the jurors' awards, but to correct "Mofussilite" in his overestimation of the presumed practical knowledge of gins and ginning possessed by the judges.

The treadle churka, the Broach report states, is an improvement on the common native gin. What is the improvement? Simply a well made common native gin mounted in a frame with a treadle applied to drive it, instead of the handle now used—simply the substitution of a treadle for the handle in the ordinary gin now in use. The question then arises, how is it that the alteration in driving makes such a great difference between the work done by the two gins? For the common churka only cleans some 25 to 30 lbs. of clean cotton per day, whereas the treadle gin cleaned at the rate of 10 lbs. per hour—please remember—*at the rate of 10 lbs. per hour only*,—for in this latter lies much of the difference between the common native and Dr. Forbes' treadle gin. During the same length of experiment one of the Macarthy gins cleaned at the rate of 60 lbs. per hour, but in actual work it seldom exceeds 35 to 40 lbs. It was the statement of results from short experimental trials, which differed so widely from those realized by act

BOMBAY.

CHURNEY ROAD STATION.—We learn that the Churney road station, in connection with the Bombay, Barods, and Central India Railway Company, is to be opened in the course of this month.

DESTRUCTIVE FIRE AT SURAT.—We understand that a serious fire occurred at Surat on Sunday last, by which a number of shops were burnt. The damage done to property is estimated at Rs. 40,000.

WEATHER AT SURAT.—We learn from a private letter that slight showers of rain, accompanied with thunder and lightning, fell in the district of Surat and its vicinity on Sunday last.

INDO-EUROPEAN TELEGRAPH.—Yesterday it was reported that the cable was right to Fao; that the Turkish line was right to Constantinople; and that the Persian line was interrupted to Ispahan.

THE S. S. "ETHIOPIA," Captain McCollum, sailed yesterday for the Malabar Coast and Calcutta with the following passengers:—For Vingorla—Captain and Mrs. Fraser and child, and Colonel Moore. For Carwar—Lieutenant E. L. Marriot. For Calicut or Beypore—Mr. R. L. Eydinton, and Lieutenant Colonel R. Rishton. For Calicut—Major M. Campbell. For Calcutta—Mr. M. Nicholson, and Mrs. McCarthey and child.

EMBEZZLEMENT.—In the Fort Police Court yesterday, before the Acting Chief Magistrate, Arthur Doble, a seaman of the *British Sovereign*, was charged with embezzling part of the ship's cargo and stores. Captain Reid stated that since the vessel left London he had missed 183 bottes of stout, 109 of ale, 1 of brandy, 6½ of whisky, 10 of sherry and 4 of port—valued in all at Rs. 104. Doble was found guilty and was sentenced to be imprisoned for four weeks and to forfeit £16-8 out of his wages.

THE SHIP "BOMBAY."—Fears are entertained for the safety of the ship *Bombay*, 890 tons, which sailed from the Clyde on 12th November last, with a cargo of coals, bound to Bombay, and consigned, we believe, to Sir C. Forbes & Co. She was spoken, a few days after sailing, by the ship *Berbice*, bound to the Mauritius; and as she has not since been heard of, although several ships that sailed two months after have arrived, and the *Bombay* was known to be a fast sailer, it is feared she has foundered with all hands. The *Bombay* was a clipper-built ship classed 10 A. 1 at Lloyd's from 1859, and continued on the first letter for three years. She was owned by Mr. John Kerr, of Greenock.

SAILORS REFUSING DUTY.—In the Fort Police Court yesterday, before Mr. Connon, eleven of the crew of the *Florine*—ten Europeans and an African "Thomas Brown"—were charged with refusal of duty. They stated that they were not content with the grub or with the ship. She was going to Calcutta and they did not wish to go there and would not go—or at least they would not go of their own will—and then they complained that the captain had not allowed some of them to get clean clothes for the last fortnight. The captain replied that he had not consented to let them get clothes till this case was settled and they would go to their duty. The magistrate remarked that there were co-relative duties to be regarded. The men, however, would not serve as required by their articles and they would be sent to prison till the ship sailed on Friday.

FIRE AT COLABA.—Yesterday morning between 10 and 11 o'clock, a fire broke out in a house at Small Colaba, opposite to the Strangers' Home. A Hindoo, who was passing by the house, observed smoke issuing from the roof and then and there gave an alarm. The police, as well as some of the townspeople, immediately went to the spot, and, by their exertions, the fire was put out in a few minutes. A manual fire-engine arrived at the place after a short time, but it was not brought into use. The greater portion of the roof of the house was burnt. The house was formerly in the occupation of the police, but has been uninhabited for the last four months.

INDIAN AND COLONIAL MERCANTILE DIRECTORY.—We have to acknowledge receipt of a copy of Street's Indian and Colonial Directory for the present year. The want of such a Directory, giving reliable information to the merchants regarding the principal towns in India and the Colonies, was long felt, and last year's edition of the work was well received. This year several additions and improvements have been made in the work, and it may be useful to give an idea of its contents. Information, valuable to merchants, is given regarding the chief towns in India, Ceylon, China, Japan, the Eastern Archipelago, Mauritius, Australia, New Zealand, Tasmania, South Africa, Canada, British Columbia, South and Central America, West Indies, Mediterranean, the United Kingdom, &c. The information comprises the principal products and trade returns of these places, means of communication, customs' tariff, coins, weights, and measures, Consuls' names, banks (with London agents and bankers), names and addresses of merchants, professional men, shopkeepers, and others. A handy volume containing such a mass of information invaluable to merchants cannot fail to become well known and popular.

THEFT OF CURRENCY NOTES.—Saeed Japhet Levi, a Mahomedan merchant, appeared yesterday before Mr. R. H. Showell, and laid the following information:—"I am a merchant and live at New Nagpada. On Wednesday evening last at 4 o'clock, I went to a liquor shop at Bhendy Bazaar. I drank liquor and stayed there till 8 o'clock at night. I was the worse for liquor by that time. I then got up and took out a Rs. 20 note from my left coat pocket to pay for the liquor. I had Rs. 1,200 in notes in my right-hand pocket. I went to a money changer's to exchange the note for Rs. 20. When I exchanged it one Shema Abdoola and one Ezra Saeed, a relative of mine, seized me and took me by force to my house at Nagpada. I did not cry out, as they were my castemen. When I awoke the next morning I found myself in my house, and on feeling my pocket for my money, I found all the aforesaid notes missing. I do not know their numbers, but I can obtain them from the office of Messrs. David Sassoon and Co., from whom I received the notes on Tuesday last. I met Ezra Saeed on Thursday morning, and on my promising to give him Rs. 200, he said he would search and find my notes. I did not see him till this morning in this Court, and he ran away as soon as he saw me. I saw the prisoner to-day in the showkey below, and he said "Do not complain, I will give you your money; all your money is with me." I charge Shema Abdoola and Ezra Saeed with the theft of the aforesaid notes for Rs. 1,200, and I pray that they may be arrested and dealt with according to law." The magistrate granted a warrant for the apprehension of the accused persons; and they being in Court at the time, charged with being found gambling, they were at once arrested.

THE APPROACH OF THE S. W. MONSOON.

THE following circular has been issued from the office of the Master Attendant, under date the 6th May, 1869:—

"In consequence of the near approach of the S. W. Monsoon, and the probability of its being ushered in with a severe gale from the southward and eastward, the Master Attendant begs to draw the attention of the masters of vessels in port to para. 2, clause 1st, and also to clauses 3rd and 7th of the amended Port Rules, and requests these regulations may be strictly carried out.

"Clause 1st Para. 2nd.—In the S. W. Monsoon both anchors and cables are to be kept clear should they be required, and the sheet cable to be bent to the anchor.

"Clause 3rd.—All vessels in the port of Bombay shall have their jibbooms rigged in, and shall, when ordered by the Master Attendant, rig in driver booms, and strike their masts or yards, and any signals made from the Dockyard sheer flag-staff or castle flag-staff directing the striking of masts or yards or the rigging in of booms shall be considered to be orders, and obeyed as such.

"Clause 7th.—All vessels within the port of Bombay will moor and unmoor according to the orders of the Master Attendant or the Harbour Master, and shall have clear hawse.

"The bad weather signal is No. 1 Marryatt's Code at Dockyard sheer flag-staff and the castle flag-staff.

"J. EVERARD C. PRYCE,
"Master Attendant.

"N. B.—Unsettled weather may be expected to begin about the end of this month, or the first week in June."

ALLEGED FORGERY ON THE GOVERNMENT SAVINGS BANK.

YESTERDAY in the Fort Police Court the following information, on a charge of forgery, was laid before Mr. Connon, the Acting Chief Magistrate, by Bhasker Dajeeba, a cashier in the Government Savings Bank:—"I am the cashier of the Government Savings Bank. The prisoner came to the Bank yesterday with another man named Caitano Francis Borges and produced a receipt for this bank-book, No. D. 2083, which was then in the bank. After calculating the interest I called out the name of Caitano Vincent De Souza, the person in whose name the account stands. The prisoner answered to that name and signed his signature as such person in the bank-book in my presence. I observed a difference in the signature as it did not correspond in several respects with the previous signatures. On noticing this I asked the prisoner if he was the man Caitano Vincent De Souza. He said he was, and I then took him to Mr. M. F. Esperance the actuary. He first said to Mr. Esperance, that he was Caitano Vincent De Souza, but afterwards said that he was not that person and that the bank-book did not belong to him. He then wrote his name, Nicholas De Souza, on a piece of paper which I now produce. The prisoner has no account whatever with the bank. Mr. Esperance ordered him to be made over to the police. I charge him with forgery for the purpose of cheating, and pray that he may be dealt with according to law." The magistrate granted a warrant.

FORT POLICE COURT.—11TH MAY.

(Before JOHN CONNON, Esq.)

CHARGE OF CHEATING.—Withuldass Anundjee, a firewood dealer at Carnac Bunder, laid an information against Hajee Essa Ismail for cheating. He said that defendant had got 20 candies of firewood from him at Rs. 4-2 per candy—Rs. 82-8—on promise to pay the price to a man who should accompany him to his house. Defendant had warehoused the wood, but refused to pay the money and a warrant was granted.

AGRA BANK (LIMITED.)

THE annual meeting of the proprietors of this bank was held on April 14, at the City Terminus Hotel, London, Mr. J. Thomson in the chair.

The report was taken as read.

The Chairman, in moving its adoption, said that the duty which devolved upon him on that occasion, although one of pleasure and satisfaction, was not free from anxiety, for whilst it was gratifying on the one hand to speak of profits realised and dividends paid, it was grievous to think of losses sustained and hopes disappointed. People were not apt to find fault when results were favorable, but it was different with those who received nothing, although perhaps the latter had more reason to be thankful for the position in which they found themselves, but it was not an easy task to satisfy them that such was the case. In addressing himself first to the A shareholders, he might congratulate them upon the financial position of their affairs, he could conscientiously say that no fresh asset had been brought into the balance-sheet which was not sound and good, and which could not be realised at an early date without difficulty. The principle upon which the new bank had worked was to confine its advances to short periods not exceeding three months upon approved and negociable security. He wished he could say that no losses had been sustained during the past year in the working of the bank. They had had some losses, although not to any material amount, which had been mainly incurred upon bills remitted from Calcutta to this country. The drawers and acceptors of those bills at home had both suspended payment, and their estates appeared to promise to yield an unsatisfactory return; and they must therefore look mainly to the sale of the securities they held for the payment of the advances made upon them. The total amount of the loss for that account was estimated at about £3,000. They had sustained a further loss which was estimated at £1,000 by a failure in India, bringing the total loss up to £4,000 which had been written off against profit and loss, leaving no asset in the balance-sheet of a questionable character. If it had not been for those losses they would have been able to carry over to the credit of the B assets, in round numbers, £7,000. The accounts before them had been made up with the anxious desire to make them speak for themselves. Referring to the Agra and Masterman Bank he said that large advances had been made to the old establishment by the new bank in order to pay its creditors and transfer the house property account—that was included in the accounts. The directors were satisfied that the assets to secure those advances were sufficient to secure their due repayment. Otherwise they would have considered it their duty to make a call upon the B shareholders to make up the deficiency. He however could now assure the B shareholders that it would not be necessary to make any call upon them. With regard to the proposed transfer of the house property account, he said it would be clear to the proprietors that the bank must have suitable premises in which to carry on its business, and especially in India it was desirable that they should occupy the same premises as formerly. With regard to the premises in London they were larger than the bank at present required; but it was to the interest of both classes of shareholders that they should take the premises rather than have them forced upon the market in its present depressed state. The directors had determined to conduct the business upon the soundest principles, and they had no intention to run a race of competition with other institutions doing business in the same field as themselves. In addressing himself to the B scripholders he said, no one could lament more than he did that the financial position of their affairs was not more promising than the report and accounts submitted represented them to be. They, however, had the satisfaction of knowing that they would not be called upon to pay another shilling, and if they had not received the £10 per share as was expected there was every reason to hope that they would before long receive £5. The gigantic losses of the late bank were almost inconceivable, and it had been brought to light that they had been in part occasioned by the unscrupulous operations with the banks funds by one of its principal managers, and by his negociations of bills of an objectionable character in order to prop up parties who were not deserving of support. Those transactions occurred without the knowledge of the directors as a body. Before the amalgamation with the firm of Masterman and Co. the bank was in a favourable position, but about that time it seemed to have got round it, a very unsatisfactory connection, Messrs. Masterman and Co., in consideration of the transfer of the business and the premises in Nicholas-lane, received an equivalent of £500,000 in money. The premises in Nicholas-lane were entered in the books at the sum of £120,000. The sum of £100,000 was paid to them in cash and the remainder in shares. This payment, he felt, was out of all proportion to the benefits derived, and he was not prepared to say that the bank might not have been prosperous at the present time but for its subsequent management, but their ruin would not have come about had it not been for the amalgamation. He did not at any length went into the details of some of the chief accounts under which the old bank had sustained loss, and referring to the capital of the Agra and Masterman's Bank he said three-fourths of it had now been completed, and he had no doubt the whole of it would be taken up.

Mr. J. Stuart seconded the motion, and it was unanimously carried.

The dividend of 9 per cent. recommended by the directors to be paid to the A shareholders, being in full the balance of the preferential dividend due to them for the two years ending 31st December, 1868, was sanctioned to be paid.

The retiring directors, Mr. Thomson and Mr. Stewart, were re-elected, and Mr. Harvey Rankin was elected to fill the vacancy at the board occasioned by the death of Mr. Schuter.

The retiring auditors having been also re-elected,

The meeting resolved itself into a meeting of the Agra and Masterman's Bank, when the report of the shareholders' committee was adopted, and thanks accorded to them for their past services.

The accounts as audited having been adopted,

Mr. Nicol moved "That the committee of shareholders be requested to apply by letter to Messrs. Masterman and Co. to pay the amount of their written guarantee, notwithstanding its legal invalidity."

The resolution was seconded and carried, and a vote of thanks to the chairman brought the proceedings to a close.

PROJECTED EXHIBITION IN JAPAN.

JAPAN seems to have caught the "Exhibition" infection, if we may judge from the proposals recently made in some Yokohama exchanges. The proposition to start a Japan Exhibition is made in all seriousness and the writers give the preference to Japan over China "on account of the more enterprising spirit of the former over the latter."

"The Japanese are as a nation a more progressive race than the Chinese, and are consequently better fitted for understanding the advantages that such an institution would have, not only as regards the general acquaintance that would be obtained of foreign goods and manufactures, but also as regards the beneficial influence that such a show would have upon the products of their own country."

Says the *Japan Herald*, and we are not certain that it is far wrong. It further adds that China would be of course invited to assist in the undertaking, whilst India might find amongst her produce a likely staple for the Japanese market, and in this case we should have something more than a sentimental interest in the enterprise. We are scarcely so sanguine of the success of such a scheme, however, as are our friends in Japan. But he would be very rash who in 1869 pronounced it impracticable, though we expect to see a telegraphic cable laid hence to Yokohama before we witness the erection of an exhibition building at that port.—*Overland China Mail.*

EMIGRATION FROM LANCASHIRE.

THE Lancashire cotton spinners are recommended to emigrate to the United States, as in so doing they will only be following the course of trade. The proof of this is the fact stated by Mr. Wells in his recent report, that while there were five million-and-a-quarter spindles in the United States before the war there are seven millions now. We are afraid the operatives will benefit little by emigrating. It is a well-known fact that the Lancashire spindles as well as the American increased during the war—Mr. Bazley asserting that the increase was 25 per cent., very nearly the American rate. This was upon a very much bigger establishment, and the United States manufacture will have to grow a good deal yet before it can absorb the Lancashire operatives; but according to Mr. Wells, "the capital required in the United States to build a cotton mill is about double the amount required for a similar purpose in Great Britain," and the local taxes amount to nearly five per cent. on the capital invested. Even the wages which emigrants who might find room in American mills would get are not much better. In 1867 the average excess was 35½ per cent., and in 1868 it was 28·27; but, *per contra*, rents are more than double, the prices of food and necessaries at least as high, and the prices of clothing and miscellaneous articles tested by the tariff about 50 per cent. more. The comparison is no more favourable to other operatives, of whom there are thousands idle in the United States as well as here. Mr. Wells is "assured by manufacturers that at the present time especially the tendency among skilled workmen, brought from Europe in pursuance of special arrangements for the extension of special branches of industry, is rather to return to the Old World than remain in the United States. The explanation of this is that although the wages paid at present in the United States for skilled labour are nominally much greater than in Europe, their purchasing power, as respects commodities and rents, are so much less as to leave either no balance whatever in favour of the industry of the United States, or one that is comparatively trifling"—which we believe is a very mild way of putting the fact at the present moment.—*Economist.*

THE CASE OF THE "CHINA MAIL."

THE case of *Regina* v. *Saint* (proprietor of the *China Mail*) is not to be carried before the Privy Council formally. But it has gone to Earl Granville, the Secretary for the Colonies, we presume for advice as to what shall be done with it. The nature of the answer may be very confidently anticipated. It is not given to every Governor to meet with such an unhappy conjunction of circumstances as those which afflict Sir Richard MacDonnell. Just while he is in the thick of the unpleasant controversy about the gambling revenue, there will be presented the other astonishing blunder to which he committed his government. How gratifying these things must be to the unofficial members! There was one of their number who raised his voice against the first blunder, but all of them seem to have sympathised with the last—in their "representative" capacities, that is, whatever may be their private opinions.—*Overland China Mail.*

THE INDO-EUROPEAN TELEGRAPH.

THE scheme projected for effecting communication between England and India by an overland system of telegraphs is likely to be completed within the present year. When the great engineering difficulties encountered in the progress of the enterprise are considered, such a project must, to all who take an interest in such subjects, be a source of agreeble anxiety and surprise. The obstructions which have presented themselves in the way of transport, and the situation of the ports from which carriage to required points could be arranged, are also to be regarded among the obstacles opposed to the speedy completion of the scheme. The line from London to Nordeney, which constitutes part of the system, are in working order, and from Nordeney to Thorn, on the Frusso-Russian frontiers, two wires are being constructed by the Prussian Government. From Thron to Balta, *viâ* Warsaw, the section will consist of 800 miles of line, which will be laid on posts of heavy timber, principally of oak. From Balta the system will be continued *viâ* Odessa to Kertch, on through the Crimea to Ecaterneador, and thence to a point which will correspond with the northern end of the Black Sea cable. This section, which will, as far as regards the land part, be constructed on iron posts, will be about 750 miles in longth, and will comprise two cables over 15 miles long, which will be submerged in the Straits of Kertch, and another, four miles long, which will cross the river Dnieper. The continuation of the system proceeds towards Teflis and thence to Teheran, where it will join existing lines. In its course it may be added that it will comprise a three wire cable of about 100 miles in length, ending at Souchum Kaleh, the conductors of which will be of stranded wire covered with alternate layers of the mixture now known among scientific men as Chatterton's compound and guttapercha, and will weigh a little over 270 lbs. per knot. In order that the means of communication with India may be as complete as possible, it is intended to improve the lines at present constructed from Teheran to India. These agencies of correspondence proceed from Teheran *via* Ispahan and Shiraz to Bushire, on the Persian Gulf, and from that point to Kurrachee. The improvements to which reference has been made will include the substitution of iron for wooden posts on the lines from Teheran, the submergence of a cable about 600 miles long, from Bushire to Jask, and the completion of a land line from Jask to Kurrachee. The result of these extensions will be that two cables between Bushire and Jask and a cable and a land line from Jask to Kurrachee will duplicate the facilities of communication through the whole of the Persian Gulf. The shore ends of the Black Sea cable, which will probably be laid during the approaching summer, are to be sheathed with heavy galvanized iron wires protected by tarred jute. The section of which Teheran will form the eastern terminus will, it is expected, be completed by the end of next July. Meanwhile the project for establishing complete submarine communication between this country and India is being vigorously promoted. Of the probable results of the competition of the rival systems there are but few *data* at present upon which to erect an opinion.—*The Times.*

A CITY SWEPT AWAY BY A FLOOD.

THE *San Francisco Bulletin* gives the following particulars, written by an eye-witness, of the destruction of the Mexican city Alamos, Sonora, by a flood:—"The agony we have all gone through within the past few days is impossible to describe. Probably you have heard ere this that the city of Alamos is in ruins; but as you may not have heard all the particulars, I will give you what I know. On the 15th December it commenced to rain, and on the 16th a genuine wind and rain storm set in, lasting until the 18th. It seemed as if the very flood-gates of heaven had opened, and that a second deluge was upon the world. The wind, too, roared with dreadful fury, and all the elements seemed combined for some dreadful carnage. We little saw what was in store for our beautiful city. But soon the tale was told and the destruction was complete. The storm lasted until late on the evening of the 18th. During its continuance it appeared as if no human being could live within its reach. The Alamos river was swollen to a great height, and, in its wild headlong course, carried everything before it. Houses were swept away like so many straws, and whole blocks of buildings were thrown down like so many rotten trees. The wind was no less terrible than the water. Houses were unroofed and blown to shatters; tiles and like material were scattered through the air like chaff; and strong trees were uprooted as if they had been cornstalks. The best part of the city is totally destroyed. Also the only buildings saved worthy of mention are the Mint, the church and the old State College. These stood on high grounds, and this advantage, with their solidity, saved them. Dr. Hill, an American resident, had three houses carried away, and is a loser to the amount of about $10,000. T. Robinson Burns, an American, doing a banking business here, had his banking-house swept away. Others have suffered severely. The loss of life had been quite large. Sixty dead bodies have been picked up; some of them were mangled fearfully, and could scarcely be recognised. Many of the bodies were found miles down the river. Undoubtedly the number will be largely increased by other unfortunate ones. I have written these few lines hurriedly but do not attempt to describe or explain the most extraordinary phenomena of a two hours' storm whirlwind and deluge. The ruined city of Alamos was the Athens of North-Western Mexico, or at least had that reputation. At the time of its destruction it contained a population of about 7,000 souls."

THE PUNDITS' EXPLORATIONS IN THIBET.

AT an evening meeting of the Royal Geographical Society on Monday, April 12th, Sir Roderick Murchison, president, in the chair, a paper by Captain T. G. Montgomerie, of the Indian Survey, was read on the explorations of two Pundits travelling under his orders between the northern frontier of India and Thok Jalun in Thibet. The meeting was attended by Lord Lawrence, Sir Robert Montgomery, Sir H. Rowlinson, and other distinguished men connected with India. The Pundits, well provided with surveying instruments concealed in ingeniously contrived compartments of their travelling chests, entered North-Western Thibet by the Mona Pass (18,570ft.) on the 28th of July, 1867; they thence proceeded by Totling to Gartokh, crossing the Sutlej by a remarkable iron suspension-bridge of 76ft. span. The watershed between the Upper Sutlej and the Indus was crossed on the 9th of August by the Bogola Pass (19,220ft.); and avoiding the town of Gartokh, they crossed another lofty range by a pass 19,490ft. high, on their way to the gold mines, which they were anxious to reach further to the east. At the principal gold diggings they were finally stopped by the Thibetan Governor, who suspected they were not traders as they professed themselves to be, and after a short stay they were compelled to retrace their steps. On their return they explored a river north-east of Gartokh, which was previously quite unknown to geographers, and which proved to be the main stream of the Upper Indus. One of the Pundits ascended it to within a few marches of its source, east of the Kailas Peak; another descended it to beyond its junction with the Gartokh River. A new range of lofty mountains, called Aling-Gangri, was also discovered; they lie to the north of the Upper Indus, and are estimated to have a mean altitude of 24,000ft. The country travelled over was a lofty barren plateau nowhere lower than 13,000ft. above the sea level; nothing but coarse grass grows on the elevations, but it is sufficient to support great herds of wild animals; very little of the ground was cultivated, and that little along the banks of some of the rivers at an elevation of 13,000ft. to 15,000ft. The climate at the mines is extremely cold, the elevation being 16,330ft.; the miners live in tents, pitched in pits dug some 7ft. or 8ft. below the surface. During this remarkable and successful exploration, 850 miles of route were surveyed, and the altitudes of 80 positions ascertained. The paper was prefaced by a letter from Captain Montgomerie to Sir Roderick Murchison, in which he stated that the Pundit in charge of the expedition was the same who performed the remarkable journey to Lhasa and the sources of the Brahmaputra, for which the Geographical Society had awarded him a gold watch—a testimonial which the Captain would present to him on his return to Jehra Doon. A third Pundit had accompanied him on the present journey, and was likely to do good work. In the discussion which followed Sir H. Rawlinson said great merit attached to Captain Montgomerie for devising and carrying out this method of exploring the unknown countries beyond the British frontier which the jealousy of the inhabitants rendered impenetrable to Europeans. He believed the goldfields visited by the Pundits, and stated by them to extend far to the north-west, reached as far as Eastern Turkestan, for the city of Ilchi had been the seat of the gold traffic for a long period. In fact, these goldfields were doubtless the same as those mentioned by Herodotus as lying to the North of Cashmere, and worked by ants. The application of the name of an animal to the miners was in accordance with a common practice in ancient times, when many tribes bore the nickname of some species of animal: the burrowing habits of the Thibetan miners would probably suggest this name. Two letters were also read on the subject of Eastern Turkestan, and the prospect of trade, especially in tea, between British India and Yarkand; one of them was from Mr. T. Douglas Forsyth, and the other from Mr. R. Shaw. The latter gentleman had undertaken to convey a quantity of tea grown in the Kangra Valley to the Koosbegie of Independent Turkestan, and had succeeded in entering that country by way of the Chang-chenmo Valley and the Karakash River, and by Shadula and Sanju. The Koosbegie had acceded to his request to be permitted to visit Yarkand, and when last heard of he expected soon to reach that city. Sir Robert Montgomery explained to the meeting the project once entertained by the Indian Government of constructing a road direct from Simla eastward to Thibet, to join the old Royal road of that country, and thus open trade communication direct between India and Western China.

A KENTUCKY newspaper announces that it is the "organ of the people and of the Bourbon whisky trade."

BANQUET AT LIVERPOOL TO MR. DICKENS.

ON April 3 (after having given a series of farewell readings) Mr. Charles Dickens was entertained at a banquet in St. George's Hall, Liverpool, by his local admirers. The Mayor presided, but the toast of the evening was proposed by Lord Dufferin.

The proceedings were in some respects peculiar. The *Pall Mall Gazette* says:—

"The banquet given by the Liverpool people to Mr. Dickens showed that they highly appreciate the literary character, but probably they never appreciated its ritable side so well as after the guests had made their speeches. The belief has not yet died out in England that if you bring a number of literary gentlemen together the entertainment will not stand in need of a sharp flavour of asperity, and the Liverpool banquet will, we fear, encourage that impression. Lord Houghton, who last year bade us all strive earnestly to "merit the esteem of his Royal Highness," mildly rallied Mr. Dickens on not paying sufficient respect to the House of Lords, whereupon Mr. Dickens appears to have asked him what "amazing devil" possessed him to make such a charge, and proceeded to furnish an ingenious but complicated parallel between "Richard Monckton Milnes" and Lord Verisopht. This was a lively beginning, and other speakers carried on the gentle pastime. One complained that while the press was toasted the drama was not. There are no jealousies in the literary profession. Another had the presence of mind to turn the banquet to account for the purpose of making a political speech to prove his advanced Radicalism, and sometimes an investment of that kind pays better than literature in the end. But the audience grew impatient of a stump speech, and there were interruptions. After this it needed Mr. Dickens's graceful speech on Woman to restore a convivial feeling. We must all rejoice that a great compliment has been paid to Mr. Dickens, but we cannot admire the spectacle of brotherly love presented on Saturday to the Liverpool public."

We append Mr. Dickens' speech in proposing "The Ladies":—

Gentlemen, for I address myself solely to you, the nature of the toast I am about to propose cannot, I think, be better or more briefly expressed than in a short quotation from Shakspeare, slightly altered:—Scene, a banqueting-hall! thunder of admiration! lightning of eyes!—Enter Macbeth:—"Who are these so sparkling and so bright in their attire that they look not like inhabitants of earth and yet are of it?" (Laughter.) Reply:—"Sir, these are the Lancashire Witches." (Much laughter.) Pondering this in my mind just now and looking around this magnificent hall, I naturally pondered, also, the legend of its patron saint. It is recorded of St. George that he was even more devoted to love and beauty than the other six champions of Christendom; and I, his lowly imitator and disciple, have modelled myself upon him.

How happy could I be with either,
Were t'other fair charmer away—

(laughter)—is a sentiment that was first put into writing some few ages after St. George's time, but I have a profound conviction that he would have originated it if he could have projected himself into this occasion. However, he was much better employed in killing the dragon who would have devoured the lady, and I was better employed in marrying the lady, and enslaving himself by freeing her. The legend goes on to relate that that cursed brood of dragons after that time retired into inaccessible solitudes and were seen no more except on very special occasions. Now it occurs to me that if any of those dragons should yet be lingering in retirement, and if they should have, in virtue of any bewitched sleepy sense, the slightest notion of the havoc that will be wrought amongst St. George's descendants by this assemblage of glowing beauty here-to-night, then the dragon race is even with St. George at last, and is most terribly avenged. (Laughter.) Gentlemen, I will give you "The Ladies." (Cheers.)

The toast having been honoured was briefly acknowledged by the Mayor.

PROMISES AND BREACHES OF PROMISE.

THE steady recurrence of certain social phenomena, which the late Mr. Buckle so warmly insisted on and almost erected into a law, is in few things so strikingly illustrated as in the periodical crop of actions at law for breaches of promise of marriage. Not only are we called to note the regular supply of a number of young gentlemen and young ladies who are faithless to their earlier vows of love, but likewise the equally constant supply of a proportion of them willing to sacrifice their sense of the humorous and their instincts of personal dignity in order to avenge the insult offered them, or obtain compensation for their wrongs. Every time the Assizes come round, actions for breaches of promise figure in the cause list, and the present Assizes have been no exception to the rule. They have afforded several fine specimens of this special kind of litigation, and in three or four instances the jury have awarded damages to a very handsome amount. Such is the custom, which has been so much laughed at, and even more seriously challenged, is not losing favour either with those to whom the process is legally open, or with those who are called upon to weigh the alleged grievance in a money balance.

Of course, much may be said against the practice, and we are quite ready to agree with those who confine themselves to an expression of wonder that girls can be induced either by their own feelings or by the promptings of their friends to have their names dragged into the light of day in connection with such disagreeable incidents. It is true we still shield them from the necessity of appearing in the witness-box; and in the written correspondence which commonly forms so large and important a feature of these cases, it is their fickle suitors rather than themselves who cut the ridiculous figure, and whose productions convulse the Court with laughter. Still there is a reflected ridicule cast upon the recipients of these "spooney" effusions. If it be absurd to write a certain letter, it surely is equally absurd to be delighted at being the person to whom it is addressed. Nine times out of ten, no doubt, the girl has a sort of idea that some of it is rather funny, and perhaps cannot resist a smile at the simple extravagance of its language; but if the man is making a fool of himself he is doing it for her sake, and that is a species of folly a woman readily forgives. On the other hand, however, the writer of the letter likewise probably has a suspicion that it is not the most sensible composition he ever produced, but he feels that the position in which he is placed renders it necessary that he should not stand too firmly on his dignity. In point of fact, there is nothing absurd about it on either side until a third party looks over their shoulders and sees what they have been at. When the third party is a full Court of Justice—"'tis too horrible!" Yet they face it. That they do so, we confess, surprises us; but when they have reconciled themselves to that aspect of the transaction, the remainder of their conduct need not excite much wonder. Ordinary humanity does not like to sit quietly down under an injury, without some attempt to redress it. And to engage a girl's affections, to suggest to her the pleasant prospect of an appropriate marriage, to allow her to receive the congratulations of her friends, and then finally to discard her for, let the reason be what it may, provided it be for no fault of her own, is an injury of a most serious kind. She has already given to the man who thus abandons her far more than she would ever have dreamt of giving him but for the belief that she was already finally betrothed to him; and we think we are right in saying that in the Canon law so strongly does this consideration prevail that the Roman Catholic Church obliges parties thus pledged to each other to obtain ecclesiastical dispensation—which, of course, is never refused—before proceeding to any other marriage. Moreover, her disposition has likely enough been soured, perhaps permanently, by her disappointment and humiliation, and she may thereby acquire a temper of mind hostile to the matrimonial state to which her sex and perhaps her necessities would otherwise incline her, to say nothing of a coldness or brashqueness of manner calculated to repel rather than encourage advances from any fresh quarter. And it must always be borne in mind that, as long as our present meagre but customary provision for girls prevails, for them to be defrauded of marriage is too often to be defrauded of material sustenance. But over and above the direct impediments thrown in the way of another engagement such as we have seen arise from a breach of promise, there spring from it other indirect obstacles to that desirable consummation. The world is ill-natured and more ill-tongued even than it is ill-natured; and when a girl has lost her lover there will always be plenty of people to declare it was all her own fault, and to discover or invent stories in support of the easy assertion. The man never was engaged to her, malicious lips will say, he was only playing with her; she was trying to secure him; she was a flirt, she is well punished, and so on. Only an open inquiry can demonstrate the falsehood of such statements as these; and thus a desire to vindicate character is added to the other motives which urge a girl and her family to trust themselves to the perils and inconveniences of publicity. Abstaining from such a course, what are they to do? Duels and horsewhipping are both out of fashion, and illegal; and a father, brother, or cousin who took upon himself to attempt to chastise a faithless swain, even if he succeeded in the attempt, would have to pay heavily for the luxury; whilst the prosecution which might ensue from his breach of the peace would lead to disclosures regarding the incident which provoked it. Under such circumstances it would seem better to submit the case to a jury directly rather than indirectly, and to obtain damages rather than have to pay them.

We are not advocating the well-known legal remedy for breaches of promise. We have only been endeavouring to account for the constant recurrence of the practice, notwithstanding its obvious drawbacks to those who indulge in it. Most of us would be only too glad to see it dispensed with in all cases save those in which it is desirable to remove some slur otherwise irremoveable from a girl's character. But what is most desirable of all is the cessation of the cause, or in other words, a more strict fidelity to promises once made and largely acted on. For this end to be attained, however, promises must not be made so rashly or be so eagerly clutched at. When it is thought unbecoming in a girl to engage herself lightly, or to behave with too great freedom even when she is engaged, it will be esteemed all the more base, and thus become all the more impossible, for men not to treat such engagements as binding. What is well begun is usually well ended; and serious, well-weighed betrothals are little likely to close amid the profane laughter of a Court-house.—*Daily News.*

IN New York, fashion has just decreed that brides shall reside one year with their parents.

A CANADIAN newspaper indirectly reports the depth of snow there, by announcing that a traveller's horse was fatally injured by becoming entangled with a telegraph wire 20 feet from the ground.

A WONDERFUL violinist is creating a sensation in Paris. His name is Bartelloni, a Roman by birth. He recals by the furia of his execution that of Paganni.

A CURIOUS CASE OF RED-TAPE.

THE *Standard* of April 16 makes the following remarks upon the case of Corporal Newman:—The dying declaration of the late Mr. Snider, that he was sued by the War Office for the sum of £1 2s. 2d., the cost of materials furnished for experiments with his breech-loaders, was not, it seems, without foundation. Instructions were certainly given to sue him, and the letter of a solicitor to that effect has been found by Mr. Snider's son. A man on his death-bed may be excused for want of legal accuracy in the employment of a legal term; but there is not the same allowance to be made for Mr. Clode, who twice made a denial to the charge without specifying the fact which would at least have explained it. Another illustration of the mode occasionally adopted in our public departments to *encourager les autres* has just been referred to by our contemporary the *Homeward Mail*. Our readers will probably remember the case of Corporal Newman, who died in India in September 1867, and entrusted a sum of money to his commanding officer to be sent to his family in England. The sum was promptly remitted to the War Office, but on inquiry the claimants were referred to the India Office, to which office the remittance had been transferred. Hence arose a difficulty which had not been anticipated. Between the remitter in India, the War Office, and the India Office, there had been a loss of a few shillings by exchange; and the consequence was a reference backwards and forwards between the two departments and India, which occasioned so much delay that the representatives of the deceased soldier were led at last to ask Mr. Gilpin to make an inquiry upon the subject in the House of Commons. The result, it seems, is, that the money has been now paid by the War Office. This is all very well, but who, we should like to know, is to compensate the recipients for being kept out of their dues for eighteen months—rather a serious deprivation to a poor family, and not to be measured even by the interest upon the amount, which has, of course, not been tendered. There is a department of the War Office especially devoted to the duty of administering to the estates of deceased soldiers; but Corporal Newman would have done far better to have placed the money in the hands of a banker, like an ordinary citizen, leaving it to bear the regular charges for remittance, with equally regular allowance for any delay incurred. Why is it that Government agency in such matters should be the slowest and least certain of any? The fault is, we need scarcely remark, not likely to be caused by the political chiefs of the office. The attention of the Under-Secretary of State being drawn to the matter the necessary steps were taken. But it is rather hard that officials with particular functions entrusted to them cannot be made to do their duty without the interference of Parliament. The India Office and the War Office, too, seem peculiarly unfortunate in their relations. It was the transfer of King Theodore's letter to the Queen from one department to the other, and the consequent neglect of that document, which led to the Abyssinian war. Perhaps, if the grievance of Corporal Newman's family were found to cost the country a few millions of money, arrangements might be made to prevent a repetition of such a mode of transacting public business.

A MARRIAGE IN EGYPT.

CAIRO, APRIL 2.

THE Viceroy's eldest daughter has just been married according to the Mohammedan customs, and yesterday she was driven away in state from the place of her grandmother to that of Mansour Pacha, the bridegroom. The pre-nuptial festivities lasted for three days and three nights. At daybreak on Monday, interminable peals of cannon on high from the citadel hill, and afar from the plain below, awoke a vast assemblage of Cairines and visitors from the large towns and villages of the far-reaching Viceroyalty. Presently bugles, fifes, and kettledrums announced infantry and cavalry parading through the streets. Mounted carabiniers and men of the line strode in the direction of Kassr-Aali, that great block of buildings overlooking the river Nile. The lofty palace walls and the great plain adjoining, were surrounded by gaily bestreaked wooden latticework, swarming like bees in a hive, with tin and stained glass lanterns, each with its dip ready to be lighted when the sun would go down. Banners, flags, and streamers of all shades soared on high and fluttered to the cooling wind. Military and constabulary on guard at first, soon straggled onwards over the rolling but well-behaved holiday-clad population, eager to witness the grand national sights and pastimes on all sides of the vast area, lined by many-coloured tents, with gilt-legged

NOTICES.

MR. A. MENIST,
OCULIST OPTICIAN,
FROM AMSTERDAM AND LONDON,

Respectfully announces his arrival in Bombay; and begs to introduce his Newly Invented Spectacles, which are peculiarly adapted to the Indian climate. The immense success he has met with in England has induced him to visit India, previous to his retiring from business, and he would beg to submit a few of the numerous testimonials he has received from the Faculty and Gentry.

From Thomas Barrett, Esq., M. D., and Surgeon to the Eye and Ear Infirmary.

Mr. Menist has shown me some spectacles arranged by him The lenses appear to be constructed on very scientific principles, and I can recommend Mr. Menist, from his great experience, persons requiring assistance in selecting glasses.

THOMAS BARRETT, Esq., M. D.,
Surgeon to the Eye and Ear Infirmary.
St. James's Square, Bath, February 24, 1864.

From Frederick Mason, Esq., Surgeon to the Bath Infirmary for the cure of Diseases of the Eye.

Mr. Menist has called upon me and explained the merits of his glasses. They appear to be constructed upon proper principles, and I can recommend him to those requiring the use of spectacles. Mr. Menist has supplied some of my friends with spectacles, who, from the testimonials they have given, appear well pleased.

20 Belmont, Bath, February 20, 1864. FREDERICK MASON, D.

From James Tunstall, Esq., M.D., M.R.C.P., 25 Brook Street, Bath, February 27, 1864.

Mr. Menist has supplied myself and patients with some new lenses, with which we are much pleased. I have been near sighted for years, and find his glasses more comfortable than any I have ever worn, and I can confidently recommend their use to those who require the assistance of good glasses.

JAMES TUNSTALL, M.D., M.R.C.P.

From Charles Sylvester, Esq., M.D., 17 Kensington Place, Bath, February 25, 1864.

Having spectacles from Mr. Menist it gives me great pleasure in testifying to their goodness, and the improvement which is obtained by their use, and I can confidently recommend them.

CHARLES SYLVESTER, Esq., M. D.

From Vice-Admiral Thomas Gill, R.N., Grove Lodge, Bathwick, February 24, 1864.

I can with much safety testify to the superior quality of the spectacles I have purchased from Mr. Menist, Optician, and it is with much pleasure I would recommend him to any who require them.

THOMAS GILL, Vice-Admiral, R.N.

From Lieut.-Colonel John Hunt, 29, St. James's Square, Bath, February 23, 1864.

Mr. Menist has supplied me with glasses, and I beg to state that they have much benefitted my sight.

JOHN HUNT, Lieut.-Colonel.

To Mr. Menist, Optician, from Amsterdam.

From the late Lieut.-General G. E. Gowan, Royal Artillery, 7 Lansdown Crescent, Bath, February 26, 1864.

Mr. Menist has supplied me with spectacles which have given me much satisfaction, and I would strongly recommend those who require the assistance of glasses to apply to him.

G. E. GOWAN,
Lieut.-General, R. A.

Mr. Menist.

From the Rev. William Hanks.

Mr. Menist, who is an Optician of much experience and ability, has supplied myself and some relatives with glasses, which are in every respect well adapted to ameliorate defects of vision, and therefore I cannot but recommend him to any one who has need of his assistance.

WILLIAM HANKS.
93 Sidney Place, Bath, February 23, 1864.

From John Chilbourn, Esq., 9 Cavendish Place, Bath, February 23, 1864.

Sir,—It is now about two years since I took your spectacles into use; from the first my sight was greatly relieved by them, and I feel that it has received much benefit from the use of them, and can with confidence recommend them.

I remain, Sir, yours obediently,
JOHN CHILBOURN.

From John Walter, Esq., Surgeon, Dover, St. Martins Place, July 23, 1863.

Sir,—Having received great comfort from the use of your glasses, and being much pleased with yourself in all my transactions with you, whether for myself or others, I have no hesitation in recommending you as an optician, from my own experience.

I am, Sir, yours obediently,
JOHN WALTER.

From Gustavus Gidley, Esq., M.D., Late of Sandgate, July 25, 1863.

Mr. Menist has supplied me with a pair of spectacles which have greatly improved my sight. GUSTAVUS GIDLEY.

From Henry Hutchings, Esq., House Surgeon to the Kent and Canterbury Hospital.

I hereby certify that having had the opportunity of examining Mr. Menist's glasses, I believe them to be of a superior quality; and to persons suffering from long or short vision they are peculiarly adapted. Mr. Menist has also some excellent lenses fitted for persons suffering from weakness of sight, which modify the rays of light and afford great comfort to the wearer.

HENRY HUTCHINGS, M. R. C. S. England, and L. S. A. London.
House Surgeon to the Kent and Canterbury Hospital.

From John B. Gill, Esq., M.D. Dover, 5 St. Martin's Terrace, July 24, 1863.

I have great pleasure in recommending Mr. Menist to persons suffering under imperfect vision, as his lenses are polished on an improved principle, and, as I believe he possesses unusual talent for adapting spectacles to peculiar cases. Several of my friends have derived great benefit from them.

JOHN B. GILL, M.D.

From G. F. Heritage, Esq., Surgeon, Castle St., Dover, July 24, 1863.

Mr. Menist having supplied some of the members of my family with glasses, I have taken the opportunity of examining them, and can confidently recommend them as being very superior, and calculated to improve defective vision.

G. F. HERITAGE, Surgeon.

From Lieut-Colonel Kelly, 9 Sandgate Road, Folkestone, July 23, 1863.

Mr. Menist has supplied me with glasses for some time, and they have much benefitted my sight.

EDWARD KELLY, Lieut-Colonel.

From James Parett, Esq., 6 Bartholomew Terrace, Buckland, Dover, September 12, 1863.

Having seen your improved lenses for impaired vision, I can speak of their great value, and recommend them to those who require them, as a most efficient article and worthy of notice. Mrs. Parett has tried them, and found them surprisingly beneficial to her sight. I remain, Sir, yours respectfully,

JAMES PARETT.

From Edward Sibbett, Esq., Surgeon, Council House Street.

Mrs. Sibbett, having benefitted considerably from the use of Mr. Menist's spectacles, I feel much pleasure in recommending him to the notice of those who may require his assistance.

Dover, August 5, 1863. EDWARD SIBBETT, Surgeon.

From Percy B. Claris, Esq., Solicitor, Biggin Street.

Mr. Menist supplied me with spectacles which have given me very great satisfaction. PERCY B. CLARIS.

Dover, July 27, 1863.

From E. F. Astley, Esq., M.D., 29 Marine Parade, Dover, July 12, 1863.

Sir,—I do not use spectacles, cannot speak practically as to the value of those you offer, but from the careful manner in which those you showed me are constructed, and from the strong recommendations I have of your spectacles which have given me much satisfaction, and I would strongly recommend those who require the assistance of glasses to apply to him.

E. F. ASTLEY, M.D.

From the Rev. William Hanks.

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Mr. Menist supplied me with spectacles which have given me very great satisfaction. PERCY B. CLARIS.

Dover, July 27, 1863.

From H. Scott Gibb, Esq., Woodlynch, St. John's, Ryde.

Mr. Menist supplied me with several pairs of his glasses on his former visits to Ryde, and I have experienced great benefits from the use of them, and can with confidence recommend them.

H. SCOTT GIBB.
Woodlynch, March 15, 1865.

From Captain T. B. Maynard, Holmwood, Ryde.

Mr. T. B. Maynard of Holmwood, near Ryde, has bought glasses from Mr. Menist, and has found them very valuable and suitable to the eyes.

March 15, 1865.

Newport, Isle of Wight, May 18, 1865.

I have used Mr. Menist's spectacles for the last five years, and I am happy to bear testimony to their superior quality.

H. WATERWORTH, Esq., F.R.C.S.

From J. Davids, Esq., M.D., West Cowes, Isle of Wight.

I have much pleasure in bearing testimony to the excellence of Mr. Menist's eyeglasses, which I have now worn for five years, and am of opinion that my sight has been benefitted by their use.

West Cowes, I. W., May 1, 1865. J. DAVIDS.

From F. W. St. Barbe, Esq., Symington, November 27, 1867.

Sir,—I have much pleasure in stating that I have every reason to be satisfied with the glasses and advice which you have supplied and given to me, and also in recommending you to any one whose eyesight requires alteration.—I am, Sir, yours very obediently,

FRANCIS W. ST. BARBE.

Mr. A. Menist, 42 Burton Crescent, London, W. C.

From the Rev. J. W. Spencer, Wilton Parsonage, Taunton.

Having used Mr. Menist's lenses for several years, I have no hesitation in saying that they are well made and perfectly safe, and that in my own case I have found them more agreeable to the sight than any I had used before.

J. W. SPENCER.
Wilton Parsonage, Taunton, 8th August, 1864.

From the Rev. John Harding, Taunton.

Having for nearly two years used the spectacles furnished by Mr. Menist, and having derived great benefit from them, I have pleasure in recommending all who are suffering from defective sight to apply to the above named gentleman.

JOHN HARDING, Wesleyan Minister.
13 Crescent, Taunton, 11th August, 1864.

Mr. A. MENIST, sole inventor of the Stirrup Eye Spectacles, so highly recommended by the Faculty for enabling those with impaired vision to walk and read with ease and comfort. Should any Lady or Gentleman wish to consult Mr. M. at their own residence, on applying a day previous he will wait on them free of any consultation fee.

Address, ADELPHI HOTEL, Near the Byculla Railway Station, Bombay.

P.S.—Mr. M. has also Binocular Race Glasses, of a great magnifying power, of a small size, to be able to carry them in the pocket. They contain 12 lenses, instead of 6 as usual.

NOTICES.

GEO. NICOLL AND COMPANY,
BOOT AND SHOE MAKERS.
24, MEADOW STREET, BOMBAY.
1, EAST STREET, POONA
1, ELPHINSTONE STREET, KURRACHEE.

MRS. LAKE'S
MILLINERY ESTABLISHMENT,
UXBRIDGE HOUSE.
7, CLARE ROAD, BYCULLA, BOMBAY,

Every description of MILLINERY on hand.
Kept up by supplies received OVERLAND.
A large assortment of Children's DRESSES, PELISSES, CLOAKS, HATS, HOODS, SOCKS, &c., always in Stock.
WEDDING and MOURNING ORDERS carefully attended to.
LADIES OWN MATERIALS made up.
"ORDERS FROM OUTSTATIONS must be accompanied by a REMITTANCE, OR REFERENCE FOR PAYMENT IN BOMBAY."

EXTENSION OF PREMISES.

NEW GOODS! NEW GOODS!!

NANSEE KHYRAZ,
RIDING HABIT MAKER, NAVAL AND MILITARY TAILOR,
13, MEADOW STREET, BOMBAY,

Has the pleasure of announcing to his constituents, and the public in general, that the largest and best assorted stock of Woollen Goods in India is to be found at the above-mentioned Establishment, where Gentlemen can choose their material from a selection of the most choice and fashionable patterns of the present London season, in Textures from the best manufacturers in England, made expressly for India. Nansee Khyraz particularly calls the attention of his patrons to his great variety in Bedford Cords and Whip Cords for Gentlemen's Riding Trousers; and Nansee Khyraz has the pleasure to announce to his customers and the gentlemen of Bombay, that having secured the services of a new and thoroughly practical English Cutter, who has had great experience in some of the best West-end London Houses, he is now in a position to guarantee, in addition to the best quality of material, a perfect fit with ease and comfort, and carry that graceful appearance which can only be obtained from first-rate artist, the best workmanship; and punctuality strictly attended to all orders entrusted to this Establishment. In addition to the Tailoring Department, Gentlemen can be supplied with every article of Outfit in the newest style, of the very best quality, and from the best London Houses, just arrived per Overland route. The following list of prices are for Cash payment, and all orders from the Mofussil must be accompanied by a remittance or reference for payment in Bombay.

Patterns and self-measurement Card, free by return of Post on application by letter.

RIDING HABITS.

NEW REGULATION Crimson and Gold Full Dress Sash and Belt. Rs. 100.

NEW REGULATION Full Dress Tunic Rs. 90.
Old Tunics altered to the new pattern. Charge according to rank.

NEW REGULATION Full Dress Trousers. Rs. 50.

SINGLE, DOUBLE, and TREBLE MILLED BLUE DOESKINS, from Rs. 25 to Rs. 35 per pair.

NEW REGULATION Patrole Jacket, from Rs. 50 to Rs. 60.

STEEL AND BRASS SCABBARDS. Rs. 10 and Rs. 12.

NEW REGULATION Patent Hawke's Helmets, Best Quality.

FORAGE CAPS.

HATS.

			Rs. a.	Rs. a.
Christy's Black Silk Hats, from	...	...	..10	0 to 14 0
" Drab Shell Hats	...	...	.. 8	0
" Black	...	...	.. 8	0
Black and Drab Felt Hats, in all the latest shapes, from	...	...	.. 4	0 to 7 0
Sola Hats, in all the latest shapes, from	...	...	.. 3	0
Boy's Soft Felt Hats	...	...	.. 3	0

PORTMANTEAUS, ALL SIZES.

Soho Leather Portmanteaus, from	...	..14	0 to 40 0
" " Hat Cases, from	...	... 5	0 to 20 0
Black Leather Courier Bags	...	... 8	0
" " Travelling Bags	...	..10	0 to 15 0
Railway Rugs, from	...	..10	0 to 25 0
Tiffin Baskets, complete with all requisites		..12	0 to 18 0

SHIRTS.
London made ready for use.

Plain Long Cloth Shirts, with Linen Fronts and Cuffs, per dozen	...	...48	0 to 60 0
Dress, very fine, from	...	...55	0 to 70 0
French Printed Cambric, from	...	...36	0 to 40 0
All Wool Flannel Shirts, from	...	... 5	0 to 7 8
Silk and Wool	...	... 8	8
Fancy Striped Spun Silk, from	...	... 9	0 to 10 0

GENT'S BANIANS.

Fine Merino Banians, of all sizes, from, per dozen		..18	0 to 24 0
Finest do. do.	...	...42	0 to 60 0
Indian Silk Gauze, warranted not to shrink,		..60	0 to 84 0

GENT'S PANTS.

Brown Cotton Pants	...	...30	0 to 40 0
Do. very fine do.	...	...36	0 to 60 0
Fancy Spun Silk ditto, from	...	... 8	0 to 12 0

GENT'S HALF HOSE.

Brown Cotton Half Hose	...	... 6	8 to 9 0
Fine Dressed do.	...	...12	8
Superior do. do.	...	...14	8 to 18 0
Fancy Striped Cotton do.	...	...12	0 to 16 0
Fine Merino Half Hose, fancy and plain	...	..15	0 to 20 0
Silk Balmorals	...	..15	0 to 20 0

GENT'S COLLARS.

Olympic Collars with fancy ends, from	...per doz.	3	0 to 5 0
West India Collars	...	...	" 5 0
Pall Mall do.	...	...	" 5 0 to 6 0
Universal do.	...	...	" 5 0 to 6 0
Sandringham do.	...	...	" 5 0 to 6 8
Oxford do.	...	...	" 5 0 to 6 0
Shakespear do.	...	...	" 6 0 to 6 8
Milton do.	...	...	" 6 0 to 6 8
Granville do.	...	...	" 6 0 to 6 8
Shakspear Dux	...	...	" 5 0 to 6 0

HANDKERCHIEFS.

White Cotton Handkerchiefs, hemmed, from	p. doz.	3	4 to 8 0
Fine do. do.	...	"	6 8 to 10 0
Irish Linen do.	...	"	9 0 to 16 0
Irish Cambric do.	...	"	9-0,12 9 to 15 0

GENT'S NECK TIES AND SCARFS.

Eglinton Ties, all colours, from	...	... 0	8
Fancy Silk Scarfs for Rings or Pins, from	...	... 2	8 to 3 8
Fancy Satin Scarfs for Rings or Pins, from	...	... 3	0 to 4 0

BELTS.

Elastic Belts, from	...	...	... 1 8
Gentlemen's Patent Leather Belts, from	...	... 2	0

BRACES.

Self-coloured Berlin Braces, Washing, from	...	... 1	0 to 2 0
Vulcanized Silk Elastic Cantab Braces, from	...	... 2	0 to 3 8
Superior Silk Elastic Braces, from	...	... 3	0 to 3 8

BLEACHED SHEETING.

Width 72 inches	...	per yard	... 1 4
" 90 "	...	"	... 1 12
" 108 "	...	"	... 2 8

TAILORING DEPARTMENT.

Black Dress Coat, from	...	...40	0 to 50 0
Extra superfine S. B. facing and lined	...	...55	0 to 60 0
Black Frock Coat	...	...40	0 to 55 0
Extra superfine do.	...	...45	0 to 65 0
Morning Coat, from	...	...20	0 to 45 0
Black Paramatta Loose Coats, from	...	...14	0
Extra fine, equal to superfine Cloth, from	...	...15	0 to 25 0
Black and colour red Alpaca, from	...	.. 8	0 to 12 0

WAISTCOATS.

Black Dress Waistcoats, from	...	... 8	0 to 12 0
Very fine Cashmere do., from	...	...10	0 to 14 0
White and coloured Marcella do., from	...	... 5	0 to 8 0
Commodores an Linen Drills, in great variety		... 5	0 to 8 0

TROUSERS.

Black Dress Trousers, from	...	...18	0 to 25 0
Bedford Cord for Riding Trousers, from	...	...18	0 to 22 0
Whip Cord for Riding Trousers	...	...20	0 to 25 0
Fancy Angola Trousers, from	...	... 8	to 16 0
White and coloured Linen Drills Trousers	...	... 6	to 10 0
Cotton Cord Trousers, White and Coloured	...	...10	15 0

FLANNEL SUITS.

All Wool Flannel Sleeping Suits, from	...	...12	0 to 15 0
Silk and Wool Sleeping Suits, from	...	...15	0 to 18 0
Spun Silk Sleeping Suits, from	...	...15	0 to 20 0
Rocket and Cricketing Suits, from	...	...20	0 to 30 0
Namul Cloth for Shikar suits, from	...	...18	0
Coloured Sleeping Suits	...	... 5	0 to 6 0

SUITS.

Tweed suits, any shape, from	...	..25	0 to 40 0
Angola do. do.	...	..35	0 to 55 0
Lounging do. do.	...	..40	0 to 50 0
Visiting do. do.	...	..45	0 to 65 0
Dress do. do.	...	...50	0 to 80 0
Holland Loose Office Coat	...	.. 6	0

TOWELS—SIZES 30 TO 60 INCHES.

Brown Huckaback Towel, from	...	... 3	12
White Honey comb	...	... 9	0 to 13 0
Fancy Striped	...	...18	0 to 24 0
Brown Turkish	...	...12	0 to 24 0
White Turkish	...	...12	0 to 21 0

MALLACA CANES, in great variety	...	... 1	8 to 4 0
BROUGHAM WHIPS	do.	from	... 6 0
BUGGY WHIPS	do.	...	... 4 0
HUNTING do.	...	... 3	8 to 10 0

GENTLEMEN'S BOOTS AND SHOES

Patent Leather Dress Boots	...	...	...12 0
" " Shoes	...	...	... 8 0
Best French Calf, side spring, from		...	...10 0 to 14 0
Shooting Boots	...	...	...14 0

NANSEE KHYRAZ,
13, MEADOW STREET.

KINLOCH and ALLAN, IRON MERCHANTS.

Bar, Plate, Sheet and Hoop Iron.
Cast and Blister Steel.
Pig and Sheet Lead.
Lead and Wrought Iron Pipe.
Cast Iron Pipes.
Contractors' Tools.
Crab Winches.
Wrought Iron Hand Pumps.
Hardware.

To close an account the remaining portion of a shipment of Handsome Cast Iron Railings will be sold cheap.

Orders for all sorts of Iron Work promptly and quickly executed.

MAIN'S "PATENT" CONTINUOUS BAR FENCING

This Fence is now universally admitted to be the best and most secure that can be adopted; and from its great durability, and the facility with which it can be erected or removed, is in the end the cheapest.

As compared with a Wire Fence its advantages are—

1st. Its greater strength and weight. The Horizontal Bars being stronger and heavier than Wires, the "Continuous Bar Fencing" is not so easily injured; and what is of great importance, it is visible to animals, and thus accidents by animals running against the Fence are, in general, prevented.

2nd. No stones are required, and therefore a "Continuous Bar Fence" can be erected more quickly, without breaking up the ground, and by ordinary labourers.

3rd. No "Stays" or other "Extras" for cut ves are required.

KINLOCH and ALLAN, having been appointed Sole Agents for Messrs. A. and J. Main & Co., are now prepared to give quotations for the above, as also for Wire Fencing, Wire Netting, Ornamental Gates, Railings, &c., &c.

Bombay, 9th February 1869.

FOR SALE.

FOR SALE, a Jolly Boat and a Dingy (the latter suitable as a cook-boat for the lascars) both lately painted, and in thorough repair, with complete fittings. For particulars apply at the "Bombay Gazette" office.

FOR SALE, at the Office of this Paper, price Rs. 4, RULES relating to the WINDING-UP of JOINT STOCK COMPANIES, made by the High Court of Judicature at Bombay, pursuant to Section 128 of the Indian Companies Act 866.

FOR SALE, Guzeratti and English Dictionary by Shapoorjee Eduljee. Price Rs. 5 per copy.
Do. Do. Grammar. Rs. 2 per copy.
Mr. Addis Map of Bombay. Rs. 3½ per copy. Apply to M. B. COHEN & Co.

SODA WATER STANDS.
—SOUNDY & Co. have just received a supply of the above named newly contrived article of table furniture, which consists of an ELECTRO SILVER PLATED GERMAN SILVER STAND to hold three bottles of SODA WATER with their necks downwards.

Price Rs. 18 each, Cash.

Rampart Row, Bombay. SOUNDY & Co.

PREPARED BOARDS for Flooring &c.—

	Price per 100 lineal feet.
Tongued and grooved :—	
6 by ¼ in. Whitewood.....150,000 feet.....	Rs. 3 12
6½ by ¼ in. Do. ..... 48,000 "	" 4 0
6½ by ½ in. Redwood ..... 36,000 "	" 6 0
6½ by 1½ in. Do. ..... 20,000 "	" 7 4
Tongued, grooved and beaded :—	
6½ by ½ in. Redwood and Whitewood 190,000 feet..	" 4 4

For sale in lots of not less than 5,000 lineal feet deliverable on Carnac Bunder. Apply to PEEL, CASSELS, & Co.
26th April, 1869.

METAL MART BOREE BUNDER.—
Now landing, fresh Fire Clay, Fire Brick, and Portland cement.
Thomas Perry and Sons' Fire Proof Safes and Deed Boxes.
Lowmoor Iron Plates.
Leather Belting, Suction and Delivery Hose.
Patent Duplex Punches, to punch ½ inch Plate Iron.
Cast Iron Piping, 2 inches to 12 inches diameter.
Wrought Iron Piping.
Lead Piping and Sheet Lead.
Plate and Bar Iron.
Steel and Files.
Galvanised Corrugated Iron, Nos. 16, 18, 20 and 24 Gauge, ally expected and orders now being registered.
Estimates given for every description of Iron Work and Machinery.

W. NICOL & Co.

PURE MILK,
condensed by the
ANGLO-SWISS CONDENSED MILK COMPANY;
has been certified by
BARON VON LIEBIG,
to consist only of
PURE COW'S MILK,
conserved with the best Sugar; and to be especially adapted for the use of
INFANTS AND INVALIDS.

It is cheaper than the common Milk of the country, of delicious flavour, portable, will keep well for months after opening, and a every respect invaluable to all persons who use milk.

	Cash. Rs. as.	Credit. Rs. as.
Tins containing an equivalent for dilution, to six Bombay Seers, each	1 0	1 2
Do. do. per dozen	11 0	13 0

SOLE AGENTS—
TREACHER & Co. (Limited).

FOR SALE, on Commission, at the Rooms of BOMANJEE DOSSABHOY, Commission Agent, next to the Book and Tract Society, Esplanade:

The property of J. M. Sleater, Esq., proceeded up-country.

A second-hand English-built mail phaeton with a pair of fast-trotting grey horses and harness complete.

The above horses go in single and double harness and also in saddle, and to be sold together or separately.

A second-hand English-built very small miniature brougham, by King & Co., Long Acre.

A second-hand handsome Cab.

The above to be seen at the rooms of the undersigned.

The property of a gentleman no longer requiring it.

A very handsome boat-shaped four-seated Open carriage on C. springs with lamps, and pole, by Windower, Longacre, in perfectly good order.

The property of T. Lidbetter, Esq., proceeded to Europe.

A nearly new English-built handsome cab, with a fast-trotting bay Arab horse, height near 14-3 and aged 6, with a set of covered buckle harness complete.

The above to be seen at the Rooms of the undersigned, and sold together or separately.

Also,

The property of a gentleman.

1 nearly new English-built four-seated open-carriage, with lamps and pole, by Jones of Southampton.

2 second-hand English-built mail phaetons with lamps and shaft, by McNaught and Smith.

Also,

Properties of two Gentlemen.

A first-class second-hand English-built high-wheeled dog-cart, by Bennian and Healey.

A first-class new State coach, with hammer cloth, all silver mountings, by Laurie and Marner, expressly built to order, and cost in England £550.

The above coach is well worth of inspection, and the first ever imported to India. It is suitable for a Raja, Prince, or Nawab.

Also,

A small new four-seated miniature brougham, surrounded with double vanetians, with lamps and shaft, by James Weston, London.

Just landed.

Several pairs of spare circular Glasses for miniature brougham, of different sizes.

Few Iron Lifters for greasing Carriages.

The properties of Gentlemen.

A second-hand English-built Park Phaeton with moveable driving box, and can be converted into a Brougham at pleasure.

The Properties of Gentlemen.

A second-hand cab buggy, on C springs, by James Henderson, Glasgow.

A first-rate English-built four-wheeled dog-cart, with lamps and shaft, by Rogers and Co.

Just Landed,

A very handsome and small light park phaeton, on C spring, by Messrs. Nass Brothers, Longacre.

The property of Gentlemen.

2 nearly new Malvern dog-carts, painted dark green, by McNaught and Smith.

Just Landed.

1 first-class high-wheeled Malvern dog-cart, with Collenge patent axles, lacewood shafts, painted dark blue, and lining to match, by Windover.

A second-hand English-built mail phaeton or waggonnette with lamps and shaft.

Just Unpacked.

A fresh batch of plated and brass mounted buggy, dog-cart and gig harnesses.

Also, the Property of a Gentleman proceeded to England.

A nearly new waggonnette.

The Property of a Gentleman.

2 very small self-driving pony phaeton with lamps and shafts.

1 very handsome new English-built cab buggy, on C. springs, by Silk and Sons.

Several other new and second hand. Different kinds of carriages to be seen in the other Godown, about 30 yards from the Rooms of the undersigned, on application.

BOMANJEE DOSSABHOY,
Auctioneer and Commission Agent.
Commission Rooms, Esplanade, Bombay,
10th May, 1869.

WINES, SPIRITS, BEER, &c.

PAGE and SANDEMAN'S CLARET.—
The undersigned have for sale, at their godowns, Claret shipped by the above well known firm.
Medoc—a fruity Wine, suitable for "Cup".....at Rs. 13 per doz.
YOUNG & Co.
5, Borah Bazaar Street. Sole Agents, Bombay.

FOR SALE, at the Godowns of the undersigned.
Messrs. Thomas Dunkin & Sons' BRANDIES.

Champagne Cognac, in 1 and 3 doz. cases, at	.....	Rs. 22	per doz.
Vieux "	Do.	..... "	18 "
Cognac "	Do.	..... "	16 "

RENNIE, SCOVELL & Co.

BASS' ALE,
JUST LANDED.

	Cash Rs. a.	Credit Rs. a.
Bottled by Cameron and Saunders, Pints, per dozen	3 12	4 0
Do. ditto Quarts, per dozen	6 4	6 12
Bottled by Stone & Co., Pints, per dozen	4 0	4 4
Do. ditto Imperial Pints, per dozen	4 12	5 4
Do. ditto Quarts, per dozen	8 8	7 0
Do. ditto Imperial Quarts, per dozen	8 8	9 0

N.B.—To Messes and large consumers CONSIDERABLE ECONOMY is effected by the use of the Imperial Bottles.

TREACHER & Co. (Limited).

MORSON'S
PEPSINE WINE

Is prepared by a process founded on the observation of Dr. Ellis and other eminent medical authorities; and thus prepared it is agreeable, and retains all the active properties of Pepsine.

Its administration is attended with certain and great benefit in all cases of disordered digestion, to which so many other ailments are attributable.

	Cash. Rs. as.	Credit. Rs. as.
Single Bottles	Each 2 0	2 4
Double "	3 8	4 0
Quadruple "	7 0	8 0

MORSON'S
PEPSINE LOZENGES.

Each Lozenge contains a dose of Pepsine, and will be found a very convenient and agreeable mode of taking this remedy, as it may be carried in the pocket, and taken when dining out, or at any other time, without observation.

Single Bottles	Each 2 0 2 4
Double "	3 8 4 0

AGENTS—
TREACHER & Co. (Limited).

LEA and PERRINS'
CELEBRATED
WORCESTERSHIRE SAUCE.
DECLARED BY CONNOISSEURS
TO BE
THE ONLY GOOD SAUCE.

CAUTION AGAINST FRAUD.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA AND PERRINS' SAUCE,

and to see that their names are upon the wrapper, labels, stopper, and bottle.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their right may be infringed.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally.

HOLLOWAY'S OINTMENT AND PILLS.—No uncertainty.—Impure blood or imperfect action of some organ begets disease. Purify the former and balance the latter, the malady departs and good health returns. By exerting this corrective power Holloway's Pills have earned a world-wide reputation, and the correctness of the principle by which they extrude disease and institute health has been proved by an unvarying success extending over thirty years. A Pill or two taken at bed-time, when lassitude and low spirits are oppressive, will rouse the liver to more energetic secretion and restore cheerfulness. As a dinner Pill, Holloway's medicine is unrivalled. It at once removes all the distressing flatulence, fulness, and uneasiness after eating, which are the most annoying dyspeptic symptoms.

WINES, SPIRITS, BEER, &c.

CUTLER, PALMER & Co.,
WINE MERCHANTS,
DEAN LANE, BOMBAY.
ESTABLISHED IN BOMBAY IN THE YEAR 1842, AND IN BORDEAUX AND LONDON 1815.

LONDON HOUSES { Wholesale and for Export only—Tower Bonded Vaults, Retail—Charing Cross Railway Arches.
BORDEAUX HOUSE { Wholesale and for Export—Place du Champ de Mars.

REPRESENTATIVES IN

China,	Colombo,	New Zealand,
Calcutta,	Kurrachee,	Manilla,
Madras,	New York,	New Orleans.

We respectfully solicit the commands of MESSES, GENERAL MERCHANTS, and EUROPEAN RESIDENTS of WESTERN INDIA, to whom from the extensive nature of our business, we can offer better terms than any other House in Bombay. Being importers on the London and Bordeaux Markets and having direct contracts with growers of Champagnes, Sherries, German Wines and Ports, who make up our Wines under our own supervision; we are in the best possible position to offer liberal terms to every class of consumers, whose tastes we have; from our experience of upwards of 50 years exclusive trading in Wines, Spirits, been enabled to arrive at with certainty.

We subjoin our LIST OF SELECTED WINES for this market, and beg to intimate:—

1st. That we cannot execute orders for less than a dozen quarts, or 2 dozen pints of either one of them, Liqueurs excepted: these in not less quantities than ½ dozen pints or quarts.

2nd. That our Wines and Spirits are procurable from every respectable General Shopkeeper in Bombay and at Out-stations; they, however, fix their own selling prices for them.

3rd. That our quotations are for delivery from our God